

G081 Debrief Subsystem User Testing

Modification 1

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G081 Debrief Subsystem User Test

User Test Objectives:

- Familiarization with new debrief programs and other significantly change programs.
- Ensure the primary functions work as described.
- Evaluate reports for accuracy and program transactions for accurate updates.
- Evaluate help screen documentation for thoroughness and clarity.

Primary Functions of the Debrief Subsystem

- Insert and delete flying hours and accurately update various flying hour reports.
- Capture significant debrief information such as aircraft landing status.
- Capture aircraft system/subsystem capability and reliability rates.
- Link multiple aircrew in-flight discrepancies to a single sortie.
- Alert the user of possible repeating or recurring discrepancies when they are added.
- Correct the aircraft break, fix, and maintenance delivery reliability rate calculations.

Requirements To Test

- Access to 'DEVELOPMENT' database; G081 manager can assign DEVELOPMENT access at will.
- Access to 'IMSB – TEST' database; G081 manager can assign IMSB access at will.
- In IMSB, access to 9058/9029 to run programs 67070. G081 managers should ensure to copy these jobs via 9029 from the following location in IMSB: DISA/DREW/67070.
- In DEVELOPMENT, the user's l-term will need full, unconditional access to the following screens: 9020, 9026, 9050, 9134, and 9140. The G081 Functional Assistance Office (FAO) suggests that G081 managers assign all testers on their base to the "G081" l-term; this will simplify the l-term management and speed along the testing process.

Recommendations For Testing

- The FAO suggests testers use 'print-to-file' procedures to capture testing results electronically. This electronic information will be helpful in identifying program bugs.

Overview of Debrief Subsystem

The debrief subsystem consists of four new programs and significant changes in the three existing programs. Other programs were modified to accommodate the debrief subsystem implementation, but the modifications were fairly minor.

New Programs

- 9134 – Debrief Master Record
- 9137 – System Capability Master Record Update (HQAMC use only)
- 9140 – System Capability Update Record
- 67070 – General Debrief Reports; six distinct options

Significantly Changed Programs

- 9010 – Close Aircraft Discrepancies
- 9020 – Input Aircraft Flying Hours
- 9050 – Aircraft Discrepancy Input

Modification 1 Program Changes

The following programming changes have been accomplished in Modification 1.

9019

- Changed repeat/recur input to accept '1' and '2' versus 'R' and 'C'; this was accomplished to maintain consistency between 9019 and 9050's repeat/recur fields.

9050

- Changed ARRIVAL TIME field to SOD (sortie of day).
- ARRIVAL DATE and SOD fields are now required for ADD and CHANGE transactions when the 'WHEN DISC' code is 'A', 'B', 'C', 'D', or 'E'. However, the data is no longer validated against loaded flying times – flying hours can be loaded at any time during the debrief process.
- For 'WHEN DISC' codes 'C', 'D', and 'E', the ARRIVAL DATE and SOD fields are actual arrival dates and sortie of day indicators. They will insert M366S2A records if the flying hours have been input prior to loading jobs.
- For 'WHEN DISC' codes 'A' and 'B', the ARRIVAL DATE and SOD fields will be used to report the **attempted takeoff date** and **attempted sortie of day**.
- Repeat/recur jobs are limited to when discovered codes A, B, C, D, E, and P.

9134

- Changed SCAN DATE field function. Field now accepts YYMM format and returns records more current than SCAN DATE, rather than records older than SCAN DATE.
- Added new routine to scan M384SR records and populate M366S2A segment after a CHANGE transaction in 9134.
- Added 'J' transaction to list JCNs linked to the sortie (M366S2A records).
- Added reset to program 9050 after using the 'J' transaction.
- Added reset to program 9020 while using the 'F' transaction.
- Added reset to program 9140 while using the 'I' transaction.
- Added paging/scroll function for more than 20 records; 'N' transaction.
- Added function allowing user to hit <<ENTER>> after running an 'S' or 'O' transaction to select/scan/display the first returned open/closed debrief record.

9140

- Changed ARRIVAL DATE format from 'YYYYMMDD' to 'YYMMDD'
- Added reset to program 9134 to display open debriefs with '1' transaction.
- Added reset to program 9134 to display closed debriefs with '2' transaction.

67070

- Changed all comma-delimited files to semicolon-delimited files to prevent spreadsheet errors when importing due to base names in M363I having commas in the name.
- Changed report options 1 and 2 to display and count "open debriefs"; the DEBRIEFER NAME field will display '*** OPEN DEBRIEF ***' for all open debriefs.
- Changed report options 1 and 2 to add the "SC" column. A question mark (?) in this column indicates that the system capabilities have not been updated with program 9140.
- Added report options 4, 5, and 6. Option 4 displays detailed break-fix data. Option 5 summarizes break-fix data by base. Option 6 gives provides summarized maintenance delivery reliability rates.
- Provided a semicolon-delimited option for report options 5 and 6.
- Changed the word "ARRIVALS" to "BLOCK-IN" on report options 4 and 5.

67076

- Program marked for elimination due to program 67070's multiple options.

Description of Primary Functions

Insert and Delete Flying Hour Records

Using program 9020, the user should verify the scan, add, and delete functions of 9020 work accurately. As a verification of the accuracy for flying hour updates, the tester should review the following data before and after flying hours are added or deleted.

- 8005 – Total airframe hours and the hours for at least one installed engine. (M359SR)
- 9021 – Total airframe hours for the aircraft and at least one installed engine. (M364SR)
- 8038 – Detail and summary flying hour reports. (M359S14 and M359S16)
- 9025B – Summary flying hours for aircraft and base (M367B)
- 67070 – Report option 1 (one) for flying hours (M366S12)

Capture Significant Debrief Information

Using program 9134, the user should find “open debrief” and update them accordingly. The user should also be able to find closed debrief records and modify them, if necessary. In program 9134, the user will update sortie information such as landing status, sortie of the day, sortie effectiveness, air deviation codes, and debriefer’s name. There are a few other optional fields that a user can set, if applicable.

System Capability and Reliability Rates

Using program 9140, the user should be able to scan a completed debrief record either through a direct input on 9140 or through a reset from program 9134, and then update the system/subsystem capability during that particular flight. The idea is to begin tracking how each system performs during a flight so that capability and reliability rates can be calculated by each system.

Capability rates describe a percentage of flights that a system remains operational despite encountering small, non-critical problems during the flight. Reliability rates describe a percentage of flights the system operated flawlessly. Use program 67070, Option 3 to review system capability and reliability rates by aircraft, by base, or by fleet.

Link Discrepancies To Sorties

Using program 9050, the user should be able to link the discrepancy to a single flight by supplying the arrival date (zulu) and sortie of day. Linking JCNs to specific sortie is

accomplished via cross-reference records stored in the M366S2A segment – a child record attached to the debrief record.

To provide maximum flexibility, debriefers have the option to load discrepancies and flying hours in any order they choose. If the debriefer chooses to load in-flight discovered discrepancies prior to loading flying times in 9020, then the JCN cross-reference will not be built until the flying time has been loaded and the debrief record updated in 9134. Once the debrief record has been updated, program 9134 will scan thorough all discrepancies, open or closed, and update the sortie-to-JCN cross-reference record when it finds a matching arrival date (zulu) and sortie of day. If the user chooses to load flying time prior to loading in-flight discovered discrepancies, then the sortie-to-JCN cross-reference record will be immediately built when the JCN is created in 9050.

The debriefer can use the 'J' option in program 9134 to review up to 20 JCNs linked to a sortie. Also, the debriefer can run batch program 67070, Option 2, to review multiple discrepancies linked to a particular sortie.

Alerting Repeat/Recurring Discrepancies

Using program 9050, the user should be alerted to possible repeating or recurring discrepancies when adding any discrepancy with a when discovered code (WDC) of 'C', 'D', or 'E'. Repeat/recurring discrepancies are limited to in-flight discovered discrepancies and the original discrepancy upon which the repeat or recur is based, must have occurred sometime during the four previous flights.

Program 9050 will alert the user to possible repeats and recurring discrepancies by taking the date the discrepancy was discovered and then finding the arrival date of the fourth previous flight. This creates a date range for program 9050 to use while searching through open and closed discrepancies in the M384SR database.

As program 9050 scrolls through the discrepancy records in the specified date range, it compares the work unit code/reference designator (WUC/REFDES) in each record to the WUC/REFDES entered on the screen.

For C-17 aircraft, if the first four (4) positions of the REFDES in the record matches the first four (4) positions of the REFDES input on the screen and the WDC is either 'A', 'B', 'C', 'D', 'E', or 'P' then it is considered a possible repeat or recurring discrepancy.

For all other aircraft types, if the first three (3) positions of the WUC in the record matches the first three (3) positions of the WUC input on the screen and the WDC is either 'A', 'B', 'C', 'D', 'E', or 'P' then it is considered a possible repeat or recurring discrepancy.

An alert message of “ACTIVITY ACCEPTED – THIS IS A POSSIBLE REPEAT/RECUR – SEE BELOW” will be followed by up to five possible repeat/recurring discrepancies. The JCN, the when discovered code, the WUC/REFDES, and first 50 bytes of the discrepancy text will be displayed below the ‘ACTIVITY ACCEPTED’ message. Once the user receives this message, it will be up to the user to evaluate the discrepancy and update the discrepancy as a repeat or recur with a CHANGE transaction in 9050.

Correct Break and Fix Rate Calculations

Using program 67070, the user can review “break” and “fix” rates in either a detailed or summarized report. The detailed report, option 4, lists each break by aircraft, the fix time, the status records, and the status JCN including the status JCN discrepancy verbiage. The summarized report, option 5, lists block-ins, breaks, break rates, and 4, 8, 12, and 24 hour fix rates by base.

Maintenance Delivery Reliability Rate Calculations

Using program 67070, option 6, the user can review maintenance delivery reliability rates in a summarized format. The report displays the number of departures from the location, the number of attempted sorties (ground aborts), and the number of times the aircraft was broke at crew show. The number of departures from the specified location is determined by reading the flying records input by the date range specified. The number of attempted sorties (ground aborts) is determined by the number of discrepancies loaded with a when discovered code ‘A’ and is further grouped by unique attempted takeoff dates/attempted sortie of day. Finally, the number of ‘broke at crew show’ is determined by tallying the number of ‘Red X’ jobs loaded with a when discovered code ‘A’ or ‘B’; these are also grouped by unique attempted takeoff date/attempted sortie of day.

Grouping the discrepancies by unique attempted takeoff date/sortie of day allows for multiple discrepancies to be reported for a single attempted takeoff/sortie of day without double reporting ‘ground aborts’ or ‘broke at crew show’ events.

9057C Setup Information For New Screens

MAMU9134 (DEBRIEF MASTER)

- - - - -
SHOP ENTER 'ALL '
KEY1 - 8 LEAVE BLANK

MAMU9137 (SYSTEM CAPABILITY MASTER)

*** RESTRICTED TO HQAMC ***

- - - - -
SHOP ENTER 'ALL '
KEY1 - 8 LEAVE BLANK

MAMU9140 (SYSTEM CAPABILITY UPDATE)

- - - - -
SHOP ENTER 'ALL '
KEY1 - 8 LEAVE BLANK

9010 Help Screen

MAMU9010 CLOSE AIRCRAFT DISCREPANCIES

FUNCTION:

1. CLOSE SCHEDULED AND UNSCHEDULED MAINTENANCE DISCREPANCIES AGAINST A PARTICULAR AIRCRAFT.
2. ADD A MOC DUE TO THE MAINTENANCE DISCREPANCIES AGAINST A PARTICULAR AIRCRAFT. TCTO'S ALLOWED IF MDC HAS BEEN INPUT VIA 9099.
3. DELETE MAINTENANCE DISCREPANCIES AGAINST A PARTICULAR AIRCRAFT, EXCEPT TCTO'S. (OPEN JOBS WITH SUPPLY RECORDS CANNOT BE DELETED). TCTO JOBS ARE DELETED BY DOCUMENTATION VIA PROGRAM 9126 WHEN NEEDED.

ABBREVIATIONS AND INPUT REQUIREMENTS

=====

FIELD	MEANING
SERID	AIRCRAFT SERIAL NUMBER OR SERIAL ID.
KEY	ENTER YOUR SECURITY KEY, IF NECESSARY. SECURITY KEYS ARE ASSIGNED BY LOCAL G081 MANAGER.
JCN	JOB CONTROL NUMBER
SUF	JOB CONTROL NUMBER SUFFIX (ASSIST JCN'S AND CONTINUATIONS JCN'S) REQUIRED ONLY IF SUFFIX IS LOADED.
MOC DU	MAINTENANCE OPERATIONAL CHECK - ENTER A 'Z' IF AN MOC IS DUE. ENTER 'D' IF JCN IS TO BE DELETED (LIMITED TO CERTAIN USERS)
WUC/REF	WORK UNIT CODE
ACT	ACTION TAKEN CODE
HOW-MAL	HOW MALFUNCTION CODE
DATE	DATE JCN WAS CLOSED 1) TIME CHANGE ITEM JCN - USE JULIAN DATE THAT ITEM WAS CHANGED 2) IF SYSTEM IS DOWN MORE THAN 24 HOURS, USE JULIAN DATE DISCREPANCY WAS ACTUALLY ACCOMPLISHED 3) IF JCN IS CLOSED ON CURRENT JULIAN DATE
BASE	THE MAINTAINER'S BASE CODE IS TO BE USED WHEN A PERSON FROM ANOTHER BASE ACCOMPLISHED THE WORK. EXAMPLE - A RAMSTEIN MACC/MOC PERSON DOES A 9010 ACTION FOR A CHARLESTON PERSON WHO DID THE WORK FOR A AIRCRAFT AT RAMSTEIN.
EMP NO	USED IN CONJUNCTION WITH THE BASE. ENTER THE EMPLOYEE NUMBER OF THE PERSON WHO CORRECTED THE DISCREPANCY, AS NOTED IN THE AIRCRAFT FORMS (AFTO 781).

9020 Help Screen

MAMU9020 ACFT FLYING HOUR/GEAR CYCLE/ENGINE CYCLE INPUT/UPDATE

FUNCTION: PROVIDES ONE PROGRAM FOR THE INPUT OF FLYING HOUR DATA, LANDING GEAR CYCLE DATA AND ENGINE CYCLE (EC) DATA. THE SOURCE DOCUMENT FOR THIS DATA IS THE AFTO FORM 781 - AIRCRAFT FLIGHT DATA RECORD. DATA LESS THAN 1 YEAR OLD MAY BE INPUT. DATA OLDER THAN 1 YEAR MUST BE VERBALLY CALLED INTO THE FAO OR HQAMC/LGMMR.

INSTRUCTIONS: PROGRAM 9020 WILL ALLOW UP TO FIVE LINES OF INPUT FOR EACH ENTRY. IF A LINE IS ACCEPTED, AN >OK< WILL BE INDICATED. IF NOT, IT WILL HAVE >DUP< WHICH INDICATES THE DATA IS ALREADY ENTERED, >LAP< WHICH INDICATES THERE IS OVERLAPING FLYING TIME, >MAT< WHICH MEANS DELETE RECORD DOESN'T MATCH DATABASE RECORD, >NXS< WHICH INDICATES A SCAN TRANSACTION NEEDED BEFORE DELETE, >REJ< WHICH INDICATES SOME FIELD IS IN ERROR. LOOK FOR "??" IN ONE OF THE FIELDS AND AT THE ERROR MESSAGE AT THE BOTTOM OF THE SCREEN. CORRECT ANY ERRORS AND REINPUT. IF MORE ERRORS EXIST OR THE CORRECTED ERROR IS STILL NO GOOD, YOU WILL RECEIVE ANOTHER REJECT. ONCE PROCESSED, >OK< WILL APPEAR ON ALL ACCEPTED LINES.

FYI- IF YOU PERFORM A "SCAN" FUNCTION A SECOND SCREEN WILL LIST ALL ACTIVE ("A") AND DELETE ("D") RECORDS IN DATABASE FILE. TO USE RECORDS ON UPDATE, SELECT ("S") RECORD(S) AND PRESS ENTER. A MAXIMUM OF 5 RECORDS MAY BE CHOSEN TO RETURN TO UPDATE SCREEN. NOTE - IF YOU BLANK THE SCAN DATE, 9020 MAIN UPDATE SCREEN NOTE - WILL BE RETURNED.

NOTE- NEW EDITS HAVE BEEN ADDED TO THE PROGRAM TO CHECK FOR MULTIPLE-EVENT-SORTIES (M-E-S). THESE WILL BE THOSE SORTIES THAT USE "INFL" IN TO-ICAO AND LD-ICAO FIELDS.
*** PLEASE ONLY PROCESS ONE MULTIPLE-EVENT-SORTIE PER SCREEN ***

NOTE- SEE RULES FOR MULTIPLE-EVENT-SORTIES NOTE BELOW.

NOTE- USE 9042 IF TOTAL ACFT HRS NEED TO BE ADJUSTED.

SN ENTER 8 POSITION AIRCRAFT SERIAL NUMBER (6 POSITION ID NUMBER IS NOT VALID IN THIS PROGRAM). (781 - BLOCK 3)

BASE MUST ENTER 4 POSITION G081 BASE CODE. THE BASE CODE ENTERED MUST BE THE BASE THAT POSSESSED THE AIRCRAFT AT THE TIME OF THE MISSION. (FOR A LIST OF BASES, SEE PROGRAM 8007)

SCAN DT ENTER A 6 POSITION SCAN DATE (YYMMDD) IN THIS FIELD IF A SCAN TRANSACTION IS DESIRED. WHENEVER A DATE IS ENTERED, THE PROGRAM WILL RETRIEVE ALL RECORDS FOR THE DATE SPECIFIED. PRESS ENTER AGAIN TO DISPLAY MORE RECORDS (IF ANY).
NOTE-WHEN YOU INPUT A REQUEST TO SCAN A DATE, A SECONDARY SCREEN/FORMAT WILL BE DISPLAYED. YOU MAY SELECT THOSE RECORDS TO UPDATE OR IF THERE ARE NO UPDATES OR NO RECORDS ARE FOUND, SIMPLY OVERTYPE TAIL NUMBER AND/OR DATE AND PRESS ENTER.

ENG THE PURPOSE OF THESE FIELDS IS TO LOAD IN FLYING TIME TO AN ENGINE THAT IS NOT CURRENTLY ON THE ACFT.
ENTER THE LAST 6 POSITIONS OF ENG SERIAL # IN THE APPROPRIATE ACFT POSITION (1, 2, 3 OR 4)...TAB TO APPROPRIATE POSITION.
IF THESE ENGINE FIELDS ARE LEFT BLANK, THE ENGINE

SERIAL NUMBERS WILL BE RETRIEVED FROM THE M359SR (8005 DATA).

***ENTER A SERIAL NUMBER ONLY WHEN THE ENGINE ON THE AIRCRAFT IS NOT THE ONE THAT WAS ON THE AIRCRAFT WHEN IT WAS FLOWN. IE - THE FLIGHT OCCURED BEFORE A RECENT ENGINE CHANGE---THE ENGINE THAT WAS ON THE ACFT DURING THE FLIGHT, BUT HAS SINCE BEEN REMOVED, NEEDS TO BE IN THIS FIELD IN THE APPROPRIATE ENGINE POSITION.

M-E-S MULTIPLE-EVENT-SORTIE INDICATOR. ENTER "X" FOR M-E-S ONLY.
 *** PLEASE ONLY PROCESS ONE MULTIPLE-EVENT-SORTIE PER SCREEN ***

THE FOLLOWING FIELDS CAN BE USED ON 5 DIFFERENT LINES. EACH LINE CAN BE USED TO DOCUMENT FLYING HOURS FOR THE GIVEN AIRCRAFT.

TR ENTER 'A' & ALL OTHER FIELDS TO ADD A RECORD. TO DELETE A RECORD, YOU MUST SCAN FIRST BY ENTERING A SCAN DATE ABOVE. A SECOND "SCAN" SCREEN WILL APPEAR WITH ALL RECORDS FOR DATE INPUT INCLUDING ANY M-E-S THAT MIGHT HAVE BEGUN IN ONE DAY AND FINISHED IN ANOTHER ("ZULU") DAY. WHEN SCANNED DATA IS DISPLAYED CHOOSE RECORDS FOR PROCESSING BY TYPING "S" OVER "A" (ACTIVE) OR "D" (DELETE). CHOSEN RECORDS WILL BE DISPLAYED ON UPDATE SCREEN.

ONCE THE SCANNED DATA IS DISPLAYED, YOU CAN TAB TO THE LINE TO BE DELETED AND ENTER A 'D'. ONCE THE DELETE IS PROCESSED YOU CAN ENTER ANOTHER 'A' WITH CORRECTED INFORMATION IF NECESSARY. THERE IS NO 'C' ACTION TO CHANGE OR FIX ERRORS. YOU MUST DO 'D' THEN 'A' TO MAKE CORRECTIONS.

TO DATE ENTER THE TAKEOFF DATE (ZULU, FORMAT: YYMMDD) THE AIRCRAFT WAS FLOWN. (BLOCK 1 - AFTO FORM 781)

ASSG ST ENTER THE POSSESSION CODE THAT THE AIRCRAFT WAS IN WHEN IT FLEW. C005, C017, C141 NORMALLY USE 'IF' FOR ALL AMC LOCATIONS. ALTUS(AETC), LITTLE ROCK(AETC), DOBBINS(AFRC), KEESLER(AFRC) MAY USE 'TF'. KC010, KC135, EC135, C135, C130 AIRCRAFT NORMALLY USE 'CA' (C130S FOR SOME CONDITIONS CAN USE 'CB'). ALMOST ALL AFRC/ANG LOCATIONS SHOULD USE 'CA'. FOR ADDITIONAL 'ASSG ST' (POSSESSION) CODES AND INFORMATION, SEE 9005 HELP SCREEN.

TO ICAO ENTER THE TAKEOFF ICAO CODE OR G081 BASE CODE. (781 - BLOCK 9) (ENTER 'INFL' ON SECOND, AND SUBSEQUENT PORTIONS OF A MULTIPLE EVENT SORTIE.)

LD ICAO ENTER THE LANDING ICAO CODE OR G081 BASE CODE. (781 - BLOCK 10) (ENTER 'INFL' FOR ALL MULTIPLE EVENT SORTIES, EXCEPT FOR THE FINAL PORTION, WHICH WILL BE THE LANDING ICAO CODE.)

TO TIME ENTER THE TAKEOFF TIME (ZULU). (781 - BLOCK 11) (CAN NOT BE 0000 - USE 0001 THROUGH 2400)

LD TIME ENTER THE LANDING TIME (ZULU). (781 - BLOCK 12) (CAN NOT BE 0000 - USE 0001 THROUGH 2400)

STP LD ENTER THE NUMBER OF FULL STOP LANDINGS. MUST BE ZERO FOR ALL M-E-S RECORDS EXCEPT THE ENDING (LANDING) M-E-S RECORD. (781 - BLOCK 14)

ALL LD ENTER THE TOTAL NUMBER OF LANDINGS. MUST BE ZERO FOR ALL M-E-S RECORD EXCEPT THE ENDING (LANDING) M-E-S RECORD. (781 - BLOCK 14)

SORTIES ENTER THE NUMBER OF SORTIES. MUST BE ZERO FOR ALL M-E-S RECORDS EXCEPT THE FINAL (LANDING) M-E-S RECORD. (781 - BLOCK 15) (CAN NOT BE GREATER THAN TOTAL LANDINGS)

GR CYC ENTER THE NUMBER OF GEAR CYCLES.

EN? IN ALL 4 OF THESE FIELDS ENTER THE ENGINE CYCLES.

OT ENTER 'T' FOR OVERTEMP, 'O' FOR OIL CHANGE, 'S' FOR SHUTDOWN, SHUTDOWN, 'A' FOR OVERTEMP & SHUTDOWN, 'B' FOR OVERTEMP & OIL OIL CHANGE, 'C' FOR SHUTDOWN & OIL CHANGE.

SQD ENTER THE 2 DIGIT FLYING SQUADRON CODE LISTED BELOW.
FIRST BYTE OF SQUADRON CODE MUST AGREE WITH THE UNIT THAT POSSESSES THE AIRCRAFT AT THE TIME OF THE MISSION.
EXAMPLE, IF CHARLESTON (AMC UNIT) POSSESSES THE AIRCRAFT THE FIRST BYTE OF THE SQUADRON MUST BE 'Q' NO MATTER WHICH AIRCREW FLEW THE AIRCRAFT. THE SQUADRON CODES LISTED BELOW ARE THOSE WHICH ARE ASSIGNED TO SPECIFIC CREWS. ANOTHER EXAMPLE - IF AMC C130 IS FLOWN BY AN AFRC CREW, A "Q" CODE MUST BE USED.

MSN NUMBER ENTER FULL MISSION NUMBER AS PER 781 FORM (BLOCK 6).
NOTE - POSITION 2 MUST BE ALPHA, NOT NUMERIC. POSITIONS 10-12 MUST BE A VALID, 3 BYTE JULIAN DATE 001-366.
** NOTE ** ALSO - SEE MISSION NUMBER/SYMBOL EDITS NOTE BELOW.

MSN SYMBOL ENTER 4 CHARACTER MISSION SYMBOL (AFTO 781 - BLOCK 7) (SEE 9055 FOR LIST). THE 4TH CHARACTER OF THE MISSION SYMBOL HAS TO BE 'A' OR 'B' FOR AMC, 'F' OR 'G' FOR ANG, 'R' OR 'S' FOR AFR. MISSION SYMBOLS ARE LOADED BY HQAMC/LGMMR - MSGT BRIAN SLACK PLEASE CALL DSN 779-2527 TO HAVE A MISSION SYMBOL UPDATED. MISSION SYMBOLS THAT BEGIN WITH P7, P2, O1, O2, S, OR T WILL NOT BE SUBJECT TO COMMAND/4TH CHARACTER OF MISSION SYMBOL EDITS.
** NOTE ** ALSO - SEE MISSION NUMBER/SYMBOL EDITS NOTE BELOW.

MISSION LEG IF USED, MUST BE 4 BYTES NUMERIC.

POD TRACKING FOR KC010 AIRCRAFT -- 2 BYTE NUMERIC FOR LEFT POD AND 2 BYTE NUMERIC FOR RIGHT POD. UPDATES MADE IN THE DASH-6 SYSTEM.

RULES FOR MULTIPLE-EVENT-SORTIES (M-E-S) FOLLOWS:

- M-E-S INDICATOR MUST BE SET TO "X" DURING ADDS AND DELETES.
- ALL RECORDS IN M-E-S MUST PASS ALL EDITS; IF NOT, THEN ALL RECORDS "REJ".
- ALL RECORDS OF AN M-E-S SET MUST BE ADDED/DELETED AT THE SAME TIME.
- THE FIRST RECORD IN M-E-S "TO-ICAO" MUST NOT BE "INFL".
- THE LAST RECORD IN M-E-S "LD-ICAO" MUST NOT BE "INFL".
- ALL OTHER ENTRIES IN "TO-ICAO" AND "LD-ICAO" MUST BE "INFL".
- LANDING TIMES MUST EQUAL NEXT RECORD'S TAKEOFF TIME; NO TIME GAPS ALLOWED.
- THE MISSION NUMBERS MUST BE THE SAME FOR ALL RECORDS IN M-E-S SET.
- TO-DATES MUST BE THE SAME OR BE NEXT DAY ("ZULU DAY"); IT IS POSSIBLE TO TAKEOFF ON 001201(ZULU) AND LAND ON THE 001202(ZULU). IF THE TAKEOFF DATE WAS 001201(ZULU) THEN 001203 WOULD NOT BE APPROPRIATE; THIS WOULD REJECT.
- NUMBER OF TOT-LANDINGS, STOP-LANDINGS AND SORTIES MUST BE ZERO EXCEPT ON LAST RECORD IN M-E-S.

MISSION NUMBER/SYMBOL EDITS:

NOTE- THIS SECTION DESCRIBES THE EDIT ON THE MISSION NUMBER AND MISSION SYMBOL.
THE MISSION SYMBOL IS CHECKED AGAINST THE F9055 DATABASE AND BELOW.

IF 3RD POSITION OF MISSION NUMBER IS:	FIRST POSITION OF MISSION SYMBOL MUST BE:	-OR- FIRST 2 OR FIRST 3 OR ALL 4 BYTES OF THE MISSION SYMBOL MUST BE:
X	L	
H	T	'A7', 'O1', 'O2', 'P6'
H (RESERVE COMMAND ONLY)		'P1', 'P2', 'P3', 'P4', 'P5', 'P7', 'P8', 'P9'
N (KC010 MDS ONLY)	T	'A7', 'O1', 'O2', 'O8', 'M7'
L (KC010 MDS ONLY)		'S1'
J, R, U, W, Y OR Z	C	'O1', 'O2'
A, B, C, P		'M1', 'M2', 'M3', 'M4', 'M5'
A, B, C, P (C017A MDS ONLY)		'N1'
A, B, C, P (AMC & AETC ONLY)		'N1C'
M, T		'M6', 'T9', 'O1M'
G		'M8', 'T3CJ'
ANYTHING BUT ABOVE	CAN NOT BE L, C	'A7', 'O1', 'O2', 'P6', 'M1', 'M2', 'M3', 'M4', 'M5', 'M6', 'M7'
FOR KC010 MDS ONLY	CAN NOT BE	'S1', 'M7'

ANG ONLY: IF FIRST CHARACTER OF MISSION NUMBER IS D, J, V, OR 3 AND 2ND CHARACTER IS I, Q, S OR J THEN FIRST CHARACTER OF MISSION SYMBOL MUST BE 'M'. IF THE FIRST CHARACTER IS D, J, V, OR 3 AND THE 2ND CHARACTER IS NOT I, Q, S, OR J THEN FIRST POSITION O MISSION SYMBOL MUST BE 'T'.

AFR ONLY: WHEN 3RD POSITION OF MISSION NUMBER IS 'M' OR 'X' OR 'B' THEN MISSION SYMBOL CAN BE 'M37R'.

BELOW IS A LIST OF THE VALID SQUADRON CODES. DO NOT DEVIATE FROM THE CODES LISTED. CONTACT HQAMC/LGMQA, DSN 779-2493, G081 OFFICE TO HAVE THIS LISTED UPDATED AS NEEDED.

NOTE - FIRST LETTER OF CODE USED FOR YOUR BASE MUST BE 'Q' FOR AMC BASE, 'Z' FOR ANG BASE, 'M' FOR AFRC BASE, 'Q' FOR AETC BASE. EXAMPLE MCCHORD CAN USE A 'Q' CODE FROM CHARLESTON IF A CHARLESTON CREW FLY THE JET, HOWEVER LACKLAND CAN NOT USE A DOVER CODE SINCE FIRST BYTE WILL NOT MATCH.

FLY SQUAD	BASE	SQD	COMMAND	MD
1617ARS	AL KHARJ	Q1	AMC	KC135
054 ARS	ALTUS	QK	AETC	KC135
055 ARS	ALTUS	QX	AETC	KC135
056 ALS	ALTUS	Q6	AETC	C005
057 ALS	ALTUS	QN	AETC	C141
058 ALS	ALTUS	QA	AETC	C017
756 ALS	ANDREWS	M2	AMC	C141
132 ARS	BANGOR	ZC	ANG	KC135
314 ARS	BEALE	MP	AFR	KC135
106 ARS	BIRMINGHAM	ZE	ANG	KC135
181 ALS	CARSWELL FIELD	ZL	ANG	C130
115 ALS	CHANNEL ISLAND	ZQ	ANG	C130
300 ALS	CHARLESTON	QO	AFR	C017
317 ALS	CHARLESTON	QM	AFR	C017
701 ALS	CHARLESTON	QP	AFR	C141

707	ALS	CHARLESTON	QQ	AFR	C017
014	ALS	CHARLESTON	QJ	AMC	C017
015	ALS	CHARLESTON	QL	AMC	C017
016	ALS	CHARLESTON	QC	AMC	C141
017	ALS	CHARLESTON	Q.	AMC	C017
156	ALS	CHARLOTTE DOUGLAS	ZP	ANG	C130
189	ALS	CHEYENNE	Z9	ANG	C130
700	ALS	DOBBINS	MK	AFR	C130
326	ALS	DOVER	Q7	AFR	C005
709	ALS	DOVER	Q8	AFR	C005
003	ALS	DOVER	Q3	AMC	C005
009	ALS	DOVER	Q9	AMC	C005
039	ALS	DYESS	QF	AMC	C130
040	ALS	DYESS	QG	AMC	C130
093	ARS	FAIRCHILD	Q;	AMC	KC135
092	ARS	FAIRCHILD	Q<	AMC	KC135
096	ARS	FAIRCHILD	Q=	AMC	KC135
097	ARS	FAIRCHILD	Q>	AMC	KC135
116	ARS	FAIRCHILD	ZN	ANG	KC135
117	ARS	FORBES FIELD	Z,	ANG	KC135
126	ARS	GEN MITCHELL	ZI	ANG	KC135
905	ARS	GRAND FORKS	Q(AMC	KC135
906	ARS	GRAND FORKS	Q)	AMC	KC135
911	ARS	GRAND FORKS	Q*	AMC	KC135
912	ARS	GRAND FORKS	Q-	AMC	KC135
072	ARS	GRISSOM	M7	AFR	KC135
074	ARS	GRISSOM	M9	AFR	KC135
053	WRS	KEESLER	MW	AFR	WC130
815	ALS	KEESLER	MM	AFR	C130
068	ALS	KELLY	M0	AFR	C005
153	ARS	KEY FIELD	Z\$	ANG	KC135
173	ARS	LINCOLN	ZT	ANG	KC135
053	ALS	LITTLE ROCK	QU	AETC	C130
062	ALS	LITTLE ROCK	QV	AETC	C130
050	ALS	LITTLE ROCK	QS	AMC	C130
061	ALS	LITTLE ROCK	QT	AMC	C130
091	ARS	MACDILL	Q:	AMC	KC135
164	ALS	MANSFIELD	Z?	ANG	C130
336	ARS	MARCH	MX	AFR	KC135
729	ALS	MARCH	MY	AFR	C141
730	ALS	MARCH	MZ	AFR	C141
196	ARS	MARCH	ZW	ANG	KC135
135	ALS	MARTIN STATE	Z\	ANG	C130
167	ALS	MARTINSBURG	ZZ	ANG	C130
357	ALF	MAXWELL	ML	AFR	C130
097	AS	MCCHORD	QV	AFR	C017
313	AS	MCCHORD	QW	AFR	C017
728	AS	MCCHORD	QX	AFR	C017
004	AS	MCCHORD	Q1	AMC	C017
007	AS	MCCHORD	QG	AMC	C017
008	AS	MCCHORD	Q?	AMC	C017
931	ARS	MCCONNELL	QB	AFR	KC135
000	ARS	MCCONNELL (SINGAPORE)	QS	AMC	KC135
344	ARS	MCCONNELL	Q~	AMC	KC135
349	ARS	MCCONNELL	Q`	AMC	KC135
350	ARS	MCCONNELL	Q_	AMC	KC135
384	ARS	MCCONNELL	QH	AMC	KC135
184	ARS	MCCONNELL	ZF	ANG	KC135
151	ARS	MCGHEE TYSON	Z8	ANG	KC135
076	ARS	MCGUIRE	Q\$	AFR	KC010
078	ARS	MCGUIRE	Q%	AFR	KC010

732	ALS	MCGUIRE	QK	AFR	C141
002	ARS	MCGUIRE	Q"	AMC	KC010
006	ALS	MCGUIRE	QD	AMC	C141
032	ARS	MCGUIRE	Q#	AMC	KC010
141	ARS	MCGUIRE	Z'	ANG	KC135
150	ARS	MCGUIRE	Z!	ANG	KC135
108	DET	MCGUIRE	Z-	ANG	KC135
155	ALS	MEMPHIS	Z3	ANG	C141
169	FW	MCENTIRE ANG BASE	Z+	ANG	C130
095	ALS	MILWAUKEE	MD	AFR	C130
109	ALS	MINN/ST PAUL	ZK	ANG	C130
096	ALS	MINN-ST PAUL	MB	AFR	C130
???	ALS	NASHVILLE	ZF	ANG	C130
142	ALS	NEW CASTLE	ZY	ANG	C130
328	ALS	NIAGARA FALLS	ME	AFR	C130
136	ARS	NIAGARA FALLS	ZD	ANG	KC135
133	ARS	PEASE	Z7	ANG	KC135
169	ALS	PEORIA	Z#	ANG	C130
731	ALS	PETERSON	MC	AFR	C130
758	ALS	PITTSBURGH	MG	AFR	C130
146	ARS	PITTSBURGH	Z4	ANG	KC135
147	ARS	PITTSBURGH	Z5	ANG	KC135
002	ALS	POPE	QA	AMC	C130
041	ALS	POPE	QB	AMC	C130
064	ARF	PORTLAND	MN	AFRC	KC135
143	ALS	QUONSET	ZO	ANG	C130
192	ALS	RENO TAHOE	ZS	ANG	C130
145	ARS	RICKENBACKER	Z&	ANG	KC135
166	ARS	RICKENBACKER	Z@	ANG	KC135
099	ARS	ROBINS	Q2	AMC	KC135
180	ALS	ROSECRANS	Z6	ANG	C130
191	ARS	SALT LAKE	ZR	ANG	KC135
158	ALS	SAVANNAH	ZX	ANG	C130
011	ALS	SCOTT	QA	AMC	C009
073	ALS	SCOTT	QR	AFR	C009
375	OSS	SCOTT	QT	AMC	C009
108	ARS	SCOTT	ZH	ANG	KC135
063	ARS	SELFRIDGE	M5	AFR	KC135
171	ALS	SELFRIDGE	ZB	ANG	C130
077	ARS	SEYMOUR JOHNSON	M*	AFR	KC135
???	???	SIOUX CITY	ZU	ANG	KC135
197	ARS	SKY HARBOR	ZV	ANG	KC135
165	ALS	STANDIFORD	ZG	ANG	C130
105	ALS	STEWART	Z1	ANG	C005
139	ALS	STRATTON	ZA	ANG	C130
182	ALS	THOMPSON	Z2	ANG	C141
465	ARS	TINKER	MA	AFR	KC135
070	ARS	TRAVIS	Q'	AFR	KC010
079	ARS	TRAVIS	QB	AFR	KC010
301	ALS	TRAVIS	Q0	AFR	C005
312	ALS	TRAVIS	Q4	AFR	C005
006	ARS	TRAVIS	QC	AMC	KC010
009	ARS	TRAVIS	Q&	AMC	KC010
021	ALS	TRAVIS	Q5	AMC	C005
022	ALS	TRAVIS	Q2	AMC	C005
337	ALS	WESTOVER	M1	AFR	C005
185	ALS	WILL RODGERS	ZM	ANG	C130
327	ALS	WILLOW GROVE	MF	AFR	C130
089	ALS	WRIGHT PATTERSON	M3	AFR	C141
356	ALF	WRIGHT PATTERSON	M4	AFR	C141
130	ALS	YEAGER	ZJ	ANG	C130

9050 Help Screen

MAMU9050 INPUT AIRCRAFT DISCREPANCIES

FUNCTION: PROVIDES THE ABILITY TO:

1. ADD/CHANGE DISCREPANCIES TO THE 781A OR 781K FILE.
2. CHANGE AIRCRAFT DISCREPANCY DATA THAT ALREADY EXISTS.
3. SCAN AIRCRAFT DISCREPANCY DATA.
4. SCHEDULE AIRCRAFT DISCREPANCIES AND PRODUCE AN AUTOMATED 349.
5. LOAD/CLOSE OUT OFF SHORE DISCREPANCIES WITH CORRECTIVE ACTION.
6. LIST POTENTIAL REPEAT/RECURS, IF ANY, ON JCN LOAD (SEE NOTE 3).

FIELD	DESCRIPTIONN AND USEAGE
TRANSACTION	REQUIRED. PROGRAM TRANSACTION; CHOOSE FROM THE FOLLOWING 'A' = ADD NEW DISCREPANCY (JCN) 'C' = REVISE DISCREPANCY FIELDS 'S' = SCAN DESCRIPTION
SERID	REQUIRED. ENTER AIRCRAFT SERIAL NUMBER OR AIRCRAFT ID.
JCN	REQUIRED. ENTER THE JOB CONTROL NUMBER. SEE NOTE 6 FOR SPECIAL INSTRUCTIONS WHEN ADDING NOTES.
SUFFIX	OPTIONAL. ENTER THE APPROPRIATE JCN SUFFIX, WHERE APPLICABLE
JOB IND	REQUIRED ON 'A' TRANSACTION. JOB INDICATOR. CHOOSE FROM THE FOLLOWING CODES: 'NM' = RED X MAINTENANCE R R 'NS' = RED X JOB WITH PARTS ON ORDER 'NG' = RED / MAINTENANCE 'NE' = RED / JOB WITH PARTS ON ORDER 'NO' = NOTES (MUST HAVE 000 IN 1ST 3 OF JCN) 'IN' = INSPECTION OR UNKNOWN CONDITION 'NR' = NO SYMBOL REQUIRED
KEY	REQUIRED. PROGRAM ACCESS KEY. ENTER YOUR PROGRAM ACCESS KEY AS DEFINED BY G081 MANAGER.
WHEN DISC	REQUIRED. WHEN DISCOVERED CODE. ENTER THE APPROPRIATE WHEN DISCOVERED CODE IN ACCORDANCE WITH 00-20-2. *** IF ONE LOADS A JCN TO AN AIRCRAFT AND THE AIRCRAFT IS WITHIN FOUR (4) HOURS OF A SCHEDULED TAKE-OFF, THEN THE WHEN DISCOVERED WILL DEFAULT TO 'B'.
WUC/REFDES	VALID WORK UNIT CODE (5 DIGIT) ** OR ** C17 REFERENCE DESIGNATOR ** OR ** 7-CHARACTER DATACODE FOR TCTOS *** NOTE - ONCE A CANN JOB HAS A SUPPLY RECORD LINKED THE WUC/REFDES CAN NOT BE CHANGED. USER MUST USE 9092 TO CHANGE CANN WUC/REFDES.
SHOP	REQUIRED. ENTER THE WORK CENTER MNEMONIC.
SHOP TYPE	OPTIONAL. ENTER THE TYPE OF WORK CENTER 'R' = RESPONSIBLE SHOP 'A' = ASSISTING SHOP IF LEFT BLANK, IT WILL DEFAULT TO 'R'.
WORK ZONE	OPTIONAL. ENTER THE AIRCRAFT WORK ZONE.

DISCREPANCY REQUIRED. ENTER THE PROBLEM DESCRIPTION OR DESCRIBE THE WORK TO BE PERFORMED. IF THERE IS NOT ENOUGH ROOM ON THE STANDARD DISCREPANCY LENGTH, YOU CAN USE THE 'CONTINUE DISC' OPTION TO ALLOW MORE DISCREPANCY LENGTH.

781 A/K OPTIONAL. TYPE DISCREPANCY.
 'A' = ACTIVE 781A
 'K' = DELAYED 781K

EMPLOYEE NUMBER WHERE APPLICABLE, ENTER THE EMPLOYEE NUMBER FROM THE AFTO 781A (ACFT FORMS) THAT DISCOVERED OR CREATED THE JCN.
 *** IF JOB DISCOVERED AT HOME STATION OR AT ANY G081 LOCATION, INPUT 'EMPLOYEE NUMBER' ONLY.
 *** FOR JOB DISCOVERED BY AN AIRCREW MEMBER, EMPLOYEE NUMBER IS NOT NECESSARY.
 *** FOR JOB DISCOVERED BY SOMEONE AT A NON G081 LOCATION INPUT NAME AND EMPLOYEE NUMBER.

CONTINUE DISCREPANCY OPTIONAL. ENTER 'X' OR 'Y' TO EXTEND THE LENGTH OF THE DISCREPANCY FIELD TO ANOTHER RECORD.
 *** SEE NOTE 4, BELOW, FOR FURTHER INFORMATION.

REMARKS/INFO OPTIONAL. INFORMATION NOTES AND GENERAL REMARKS. THIS FIELD IS UPDATED BY VARIOUS PROGRAMS, PARTICULARLY 9092 SUPPLY. IF LOADING AN OFFSHORE DISCREPANCY, THIS FIELD IS USED TO LOAD THE CORRECTIVE ACTION, AS SPECIFIED IN THE FORMS.

STATUS CHANGE OPTIONAL. ENTER 'Y' TO SWITCH TO PROGRAM 9018 TO UPDATE THE AIRCRAFT STATUS USING THIS JCN.

RECORDS ACTION OPTIONAL. RECORD ACTION REQUIRED.
 '1' = REQUIRES MDC BEFORE CLOSE
 '2' = REQUIRES MDC AND PRINTS 349
 '3' = INDICATES INFLIGHT ENGINE SHUTDOWN (CANNOT BE BLANKED OUT)
 *** SEE NOTE 2, BELOW, FOR UNIQUE REQUIREMENTS TO BLANK OUT THE DATA IN THIS FIELD.

REPEAT/RECUR OPTIONAL. IDENTIFIES THE JCN AS A REPEAT OR RECURRING DISCREPANCY. CHOOSE FROM THE FOLLOWING:
 '1' = THE DISCREPANCY HAS REPEATED SINCE LAST FLIGHT.
 '2' = THE DISCREPANCY HAS REOCCURED TWO, THREE, OR FOUR FLIGHTS AGO.
 *** SEE NOTE 1, BELOW, FOR ADDITONAL INFORMATION ON THE POTENTIAL REPEAT/RECUR NOTIFICATION MESSAGES.
 *** SEE NOTE 2, BELOW, FOR UNIQUE REQUIREMENTS TO BLANK OUT THE DATA IN THIS FIELD.

FAULT CODE OPTIONAL. FAULT CODE (MMN). C5 AND C17 ARE VALIDATED AGAINST THE M369 DATABASE. ALL OTHER MDS CONSIDER THIS FIELD AS FREE TEXT.

INSP CARD NUM HSC/ISO INSPECTION CARD NUMBER. FOR USE WITH THE PAPERLESS INSPECTION PROCEDURES.

CREATE BASE BASE CODE OF THE PERSON DISCOVERING THE JOB.

DATE DISCOVERED THE DATE IN YYDDD FORMAT WHEN THE DISCREPANCY WAS FOUND.
 *** IF LOADING A JOB WITH AN ARRIVAL DATE FOR THE CURENT DATE THEN THE DATE DISCOVERED MUST BE CURRENT DATE.

*** IF LOADING A JOB WITH AN ARRIVAL DATE OTHER THAN CURRENT DATE, THEN THE DATE DISCOVERED MUST BE LESS THAN CURRENT.

ARRIVAL DATE & SOD	REQUIRED FOR WHEN DISCOVERED CODES A, B, C, D, AND E. NOT TO BE USED FOR ALL OTHER WHEN DISCOVERED CODES. *** FOR WHEN DISCOVERED CODES 'C', 'D', AND 'E', THESE FIELDS REPRESENT THE ARRIVAL DATE AND THE SORTIE SEQUENCE NUMBER OF THE DAY, AND IS USED TO LINK THE DISCREPANCY TO A SINGLE SORTIE. *** FOR WHEN DISCOVERED CODES 'A' AND 'B', THESE FIELDS REPRESENT THE ATTEMPTED DEPARTURE DATE AND SORTIE OF DAY AND IS USED TO CALCULATE THE MAINTENANCE DELIVERY RELIABILITY RATE IN PROGRAM 67070, OPTION 6.
CLOSING BASE	THE G081 BASE CODE OF THE PERSON COMPLETING THE JOB.
DATE COMPLETED	THE DATE, IN YYDDD FORMAT, THE DISCREPANCY WAS COMPLETED.
OFFSHORE DISC	OPTIONAL. OFFSHORE DISCREPANCY. ENTER A 'Y' OR 'X' IN THIS FIELD TO IDENTIFY AND CLOSE A DISCREPANCY THAT OCCURRED AT A LOCATION THAT DOES NOT HAVE G081 ACCESS; I.E., A CIVILIAN AIRFIELD. *** SEE NOTE 5, BELOW, FOR FURTHER EXPLANATION.
CANN FOR A/C	REQUIRED ONLY WHEN CREATING CANN JCNS (***52** TYPE JCNS). CANNIBALIZATION FOR ACFT. ENTER THE AIRCRAFT SERIAL NUMBER TO WHICH THE PART IS BEING "CANN'D".
ASSOCIATE JCN	OPTIONAL. ASSOCIATED JOB CONTROL NUMBER. THIS IDENTIFIES AN ASSOCIATED JCN THAT MUST BE WORKED, AND CLOSED, PRIOR TO THIS JCN BEING CLOSED.
CRT DISC	OPTIONAL. CRITICAL DISCREPANCY. ENTER A 'Y' TO FLAG JOB AS A CRITICAL JOB. THIS ALLOWS USER TO BE ABLE TO SELECT ONLY THOSE CRITICAL JOBS WHEN USING PROGRAM 8035.
ACTION TAKEN	OPTIONAL. ENTER A VALID ACTION TAKEN CODE.
HOW/MAL	OPTIONAL. ENTER A VALID 'HOW MALFUNCTION' CODE.
DSR	OPTIONAL. DATE SPECIALIST REQUIRED TO WORK THIS JCN.
TSR	OPTIONAL. TIME SPECIALIST REQUIRED TO WORK THIS JCN.
EDJC	OPTIONAL. ESTIMATED DATE OF JOB COMPLETION.
ETJC	OPTIONAL. ESTIMATED TIME OF TIME COMPLETION.
350 TAG/SHOP	THE SHOP MNEMONIC THAT CREATED THE 350 TAG.
JOB STD PEOPLE & HOURS (HHT)	JOB STANDARD. THE USUAL NUMBER OF PEOPLE AND THE USUAL AMOUNT OF TIME REQUIRED TO COMPLETE THIS DISCREPANCY.
NAME	MANDATORY. FOR AIRCREW DISCOVERED JOBS OR JOBS THE PERSON'S NAME WHO DISCOVERED THE DISCREPANCY. FOR ALL OTHER REASONS LEAVE THIS FIELD BLANK & G081 WILL FIND THE PERSON'S NAME BASED UPON EMPLOYEE NUMBER IN 9046.
WDC "R" FIELDS	QUALITY ASSURANCE INSPECTION CHECKS.

CAT DISC: CATAGORY OF DISC (QUALITY ASSURANCE)

CARD NO: INSPECTION CARD NUMBER (QUALITY ASSURANCE)

ITEM NUMBER: INSPECTION CARD ITEM NUMBER (QUALITY ASSURANCE)

WDC TYPE: WHEN DISCOVERD CODE TYPE (QUALITY ASSURANCE)

SHOP: RESPONSIBLE SHOP ACCORDING TO QUALITY ASSURANCE

349 FIELDS

JC: PRINTS 349 TO JOB CONTROL/MACC/MOC AS DEFINED IN 9007B.

SHOP: PRINTS 349 TO ASSIGNED SHOP'S PRINTER AS DEFINED IN 9045.

P&S: PRINTS 349 TO PLANS/SCHED PRINTER AS DEFINED IN 9007B.

TNB: PRINTS 349 TO SUPPLY/TNB PRINTER AS DEFINED IN 9007B.

MY PRINTER: PRINTS 349 TO USER'S ASSOC. PRINTER AS DEFINED IN 9072.

ISO: PRINTS 349 TO ISO'S PRINTER AS DEFINED IN 9007B.

FLT: PRINTS 349 TO ASSIGNED SHOP'S PRINTER AS DEFINED IN 9045.

ENG: PRINTS 349 TO ENGINE MANAGEMENT'S PRINTER; DEF. IN 9007B.

QA: PRINTS 349 TO QA'S PRINTER; DEFINED IN 9007B.

ISO FORMAT: PRINTS 349 IN SPECIFIED ISO FORMAT TO ISO'S PRINTER.

NOTE 1

THE POSSIBLE REPEAT/RECUR NOTIFICATIONS APPEAR AFTER ONE HAS LOADED A JCN. THE INFORMATION DISPLAYED CONTAINS THE JCN, THE WUC/REFDES, THE DATE FLOWN/SORTIE OF DAY AND THEN THE DISCREPANCY TEXT. THE INFO DISPLAYED WILL LOOK SIMILAR TO THE INFO BELOW:

0212221 3242AA001 20030121 01 #3 BRAKE WORN BEYOND LIMITS.

NOTE 2.

TO BLANK OUT DATA, TYPE DASHES (-) IN THE DESIRED FIELD ON A 'CHANGE' TRANSACTION. FOR FIELDS, 'REPEAT/RECUR' AND 'RECORDS ACTION' SPECIAL ACCESS MUST BE GRANTED TO YOUR LTERM. G081 MANAGERS SHOULD REVIEW THE 9057C SETUP HELP SCREEN SPECIFICALLY FOR PROGRAM 9050. G081 MANAGERS SHOULD LOOK AT KEY 4, BYTES 7 AND 8.

NOTE 3.

ASSIST JOBS - THE JOB SUFFIX IS AUTOMATICALLY INSERTED. THE COMPUTER STARTS WITH 'A' AND PROCEEDS THRU THE ALPHABET.

NOTE 4.

CONTINUATION JOBS - USED WHEN MORE THEN ONE PAGE IS REQUIRED FOR A DISCREPANCY. JOB SUFFIX OF 'A' OR 'B' CAN ONLY BE USED. TO LOAD - ADD DISCREPANCY AND PLACE 'X' OR 'Y' IN THE 'CONTINUE DISCREPANCY' BLOCK AND ENTER. THE COMPUTER WILL AUTOMATICALLY PUT **CONTINUATION JCN** IN THE INFO BLOCK.

WHEN THE SCREEN RETURNS, *TYPE IN A JOB INDICATOR, SHOP, JCN SUFFIX 'A', PLACE AN 'A' IN "TYPE OF SHOP", TYPE REMAINING DISCREPANCY TEXT AND <<ENTER>>. FOR PAGE 3 OF CONTINUATION, REPEAT STEPS PERFORMED *BUT CHANGE JCN SUFFIX TO 'B'.

NOTE 5.

OFF SHORE DISCREPANCY - USED WHEN JOB IS FOUND AND COMPLETED OFF STATION. TO LOAD - ADD DISCREPANCY AS USUAL BUT TYPE IN THE ACTION

TAKEN CODE, HOW MAL CODE USED ON THE WRITE UP. CORRECTIVE ACTION MUST BE PLACED IN THE INFO BLOCK. PLACE AN 'X' IN OFFSHORE DISC, THE 4 CHARACTER BASE CODE OF THE ACCOMPLISHING BASE, AND THE DATE COMPLETED, ENTER. THIS WILL LOAD AND CLOSE THE DISCREPANCY AT THE SAME TIME.

NOTE 6.

WHEN ADDING AN AIRCRAFT NOTE, THE FIRST 3 POSITIONS OF THE JCN MUST BE 000 AND THE LAST 4 POSITIONS OF THE JCN MUST BE AS FOLLOWS:

0001 - 0099	USED TO IDENTIFY THE CREW CHIEF & ASSISTANT, AND BASE AIRCRAFT IS ASSIGNED. ANY JCN WITHIN THE RANGE SPECIFIED MAY BE USED FOR THIS NOTE.
0100 - 0299	USED FOR NOTES ON AIRCRAFT RESTRICTIONS.
0300 - 0599	USED FOR 'SYSTEM TEST PROGRAM' SUCH AS 'TEST EQUIPMENT INSTALLED'.
0600 - 0999	WILL BE USED FOR 'INFORMATIONAL' NOTES.

9134 Help Screen

MAMU9134 AIRCRAFT DEBRIEF DATA INPUT

FUNCTION: THIS PROGRAM HAS THE FOLLOWING FUNCTIONS:

1. LIST SORTIES THAT HAVE NOT BEEN DEBRIEFED BY AIRCRAFT.
2. LIST SORTIES THAT HAVE BEEN DEBRIEFED BY AIRCRAFT.
3. ENTER BASIC DEBRIEF DATA ABOUT ONE SORTIE.
4. UPDATE/CHANGE WHICH SORTIES ARE CONSIDERED A 'BREAK'.
5. RESET TO PROGRAM MAMU9140 TO ENTER SYSTEM/SUBSYSTEM CAPABILITY.
6. RESET TO PROGRAM MAMU9020 TO SCAN SORTIE(S).
7. RESET TO PROGRAM MAMU9050 TO SCAN A JCN LINKED TO THE SORTIE.
8. LIST MULTIPLE JCNS ATTACHED TO A SINGLE SORTIE.

FIELD NAME FIELD DESCRIPTION AND USAGE

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TRANSACTION CHOOSE FROM ONE OF THE FOLLWING:

- 'O' - (LETTER O) TO SEARCH FOR PENDING/OPEN DEBRIEFS.
- *** OPEN DEBRIEFS ARE SORTIES W/ BLANK LANDING STATUS CODES.
- 'S' - TO SEARCH/INQUIRE CLOSED DEBRIEFS.
- *** CLOSED DEBRIEFS ARE SORTIES W/ LANDING STATUS SET.
- 'C' - TO CHANGE/UPDATE THE DEBRIEF RECORD.
- 'J' - TO LIST UP TO 20 DISCREPANCY JCNS LINKED TO SORTIE.
- 'F' - TO RESET TO 9020 FOR SORTIE(S) ON THE SELECTED ARRIVAL DATE.
- 'N' - TO SCROLL THROUGH THE NEXT 20 OPEN/CLOSED DEBRIEF RECORDS.
- '1' - TO RESET TO PROGRAM 9140.
-

AIRCRAFT MANDATORY. ENTER EIGHT BYTE SERIAL NUMBER; I.E. '99000058'

SCAN DATE ENTER VALID DATE IN YYMMDD FORMAT, YYMM FORMAT, OR LEAVE BLANK.

1. IF YOU ENTER A DATE IN YYMMDD FORMAT 9134 WILL RETURN UP TO 20 OF THE MOST RECENT OPEN OR CLOSED DEBRIEFS. THE RECORDS RETURNED (OPEN OR CLOSED) DEPENDS UPON YOUR TRANSACTION.
2. IF YOU ENTER A DATE IN YYMM FORMAT 9134 WILL DEFAULT TO THE FIRST DAY OF THE MONTH SPECIFIED AND THEN RETURN UP TO 20 OPEN/CLOSED DEBRIEF RECORDS.
3. IF YOU LEAVE THE DATE BLANK, THE PROGRAM WILL DEFAULT TO SEVEN DAYS FROM CURRENT AND THEN RETURN UP TO 20 OF THE MOST CURRENT OPEN/CLOSED DEBRIEFS RECORDS.

ARRIVAL DATE THIS FIELD CANNOT BE UPDATED. DISPLAY ONLY. YYYYMMDD FORMAT.

ARRIVAL TIME THIS FIELD CANNOT BE UPDATED. DISPLAY ONLY. HHMM FORMAT.

**SORTIE NUMBER
OF DAY** MANDATORY. THIS IDENTIFIES THE SORTIE SEQUENCE NUMBER FOR THE DAY IF AN AIRCRAFT FLEW MULTIPLE SORTIES IN A SINGLE DAY. ENTER A TWO DIGIT NUMERIC FIELD, I.E. '01', '02', OR '10' (TEN)

MSSN NBR MISSION NUMBER. THIS FIELD IS DISPLAY ONLY.

MSSN SYM MISSION SYMBOL. THIS FIELD IS DISPLAY ONLY.

LAND STATUS MANDATORY. ENTER THE LANDING STATUS OF THE AIRCRAFT:

'1' - NO REPORTED PROBLEMS DURING FLIGHT; FMC CONDITION

'2' - MINOR PROBLEMS REPORTED DURING FLIGHT; PMC CONDITION

'3' - SIGNIFICANT PROBLEMS IDENTIFIED; NMC CONDITION

APU #1 FOR KC-135 AIRCRAFT ONLY. INPUT OPTIONAL.

ENTER THE NUMBER OF APU STARTS FOR THE LEFT OR #1 APU.

APU #2 KC-135 AIRCRAFT ONLY. INPUT OPTIONAL.

ENTER THE NUMBER OF APU STARTS FOR THE RIGHT OR #2 APU.

EFFECT SORTIE?	MANDATORY. ENTER 'Y' OR 'N' TO IDENTIFY THE SORTIE'S EFFECTIVENESS.
FSA CODE	OPTIONAL. FIRST SORTIE AFTER CODE. CHOOSE ONE OF THE FOLLOWING WHEN APPLICABLE: 'A' = FIRST SORTIE AFTER AN ALERT 'I' = FIRST SORTIE AFTER AN ISO INSPECTION 'H' = FIRST SORTIE AFTER AN HSC INSPECTION 'R' = FIRST SORTIE AFTER REFURBISHMENT 'D' = FIRST SORTIE AFTER PDM, DEPOT MAINTENANCE
DEV CODE	OPTIONAL. AIR DEVIATION CODE. ENTER CAUSE OF DEVIATION, WHEN APPLICABLE. 'AA' = AIR ABORT 'WX' = WEATHER RELATED
NON-EFF	MANDATORY WHEN 'EFFECT SORTIE?' FIELD IS SET TO 'N'. CHOOSE FROM THE FOLLOWING CODES TO IDENTIFY THE CAUSE OF THE NON-EFFECTIVE SORTIE. 'AA' = AIR ABORT 'WX' = WEATHER RELATED 'IE' = IN-FLIGHT EMERGENCY
TURNAROUND	OPTIONAL. IDENTIFIES AIRCRAFT THAT WERE 'QUICK TURNED' INTO ANOTHER SORTIE. ENTER 'Y' WHEN APPLICABLE, OR LEAVE BLANK.
REMARKS	OPTIONAL. ENTER ANY SIGNIFICANT INFORMATION ABOUT THE SORTIE OR THE DEBRIEF THAT YOU DEEM NECESSARY.
DEBRIEFER NAME	MANDATORY. ENTER LAST NAME OF PERSON CONDUCTING THE DEBRIEF.
PILOT'S NAME	OPTIONAL. ENTER THE LAST NAME OF THE AIRCRAFT COMMANDER FROM AFTO FORM 781
OPEN/CLOSED DEBRIEF RECORDS	THIS AREA IS RESERVED FOR UP TO 20 OPEN OR CLOSED DEBRIEF RECORDS DURING THE 'O' OR 'S' TRANSACTIONS. ENTER AN 'S' IN FRONT OF ANY RETURNED RECORD'S 'MISSION NUM' FIELD AND THE RECORD WILL BE DISPLAYED IN THE TOP PORTION OF THE 9134 SCREEN. *** IF RUNNING A 'J' TRANSACTION, THEN THE MISSION NUMBER FIELD DISPLAYS ALL JCNS THAT HAVE BEEN LINKED TO THE SORTIE. THIS IS THE M366S2A SEGMENT DATA.
SELECTION COLUMN:	WHILE THERE IS NO COLUMN HEADER, THIS AREA IS AN ADDITIONAL SELECTION AREA AND IS USED IN CONJUNCTION WITH THE TRANSACTION FIELD AT THE TOP OF THE SCREEN. IF YOU ENTER AN 'S' IN THE COLUMN PRECEDING A RETURNED RECORD, THEN DEPENDING ON THE TOP TRANSACTION CODE, 9134 WILL DO THE FOLLOWING THINGS: ** IF TRANSACTION = 'S' OR 'O' THEN 9134 WILL DISPLAY THE DEBRIEF RECORD IN THE TOP PORTION OF 9134. ** IF TRANSACTION = 'J' THEN 9134 WILL RESET TO PROGRAM 9050 TO DISPLAY THE SELECTED JCN. ** IF TRANSACTION = 'F' THEN 9134 WILL RESET TO PROGRAM 9020 TO DISPLAY SORTIE(S) FOR THE SELECTED ARRIVAL DATE.
MISSION NUM:	MISSION NUMBER OF FLIGHT, OR JCN LINKED TO SORTIE IF 'J' TRANSACTION.

CODE: MISSION SYMBOL OF FLIGHT.

ARRV DATE/TIME: ARRIVAL DATE AND TIME; I.E. 03MAR03/0800

SOD: SORTIE OF DAY.

9137 Help Screen (HQAMC Use Only)

MAMU9137 AIRCRAFT SYSTEM CAPABILITY MASTER

THIS PROGRAM HAS THE FOLLOWING FUNCTIONS:

1. **PROGRAM IS RESTRICTED TO HQAMC PERSONNEL.**
2. MANAGES WHICH AIRCRAFT SYSTEMS/SUB-SYSTEM CAPABILITIES ARE TRACKED IN THE DEBRIEF SYSTEM VIA 9140.
3. SYSTEM/SUB-SYSTEMS ARE TRACKED BY 2, 3, OR 4 BYTE WUC/REFDES.

FIELD NAME FIELD DESCRIPTION AND USAGE

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TRANS	ENTER 'S' (BLANK) TO DISPLAY SYSTEM/SUB-SYSTEMS FOR AN MDS. ENTER 'A' TO ESTABLISH NEW MDS, IF IT DOES NOT ALREADY EXIST. ENTER 'U' TO UPDATE SYSTEM WUC/REFDES BEING TRACKED. ENTER 'D' TO DELETE ALL SYSTEM CAPABILITY RECORDS FOR MDS.

MDS	ENTER FULL SEVEN BYTE MDS; I.E. ' C017A', ' KC135R', ETC.
=====	
***	THE FOLLOWING FIELD ARE GROUPED TOGETHER, 50 TOTAL GROUPINGS ***

A	ACTION. USED IN CONJUNCTION WITH AN 'U' TRANSACTION. 'A' = ADD NEW WUC/REFDES SYSTEM TO BE TRACKED. 'D' = DELETE AN EXISTING WUC/REFDES ENTRY.

SYS	THIS IS THE 2, 3, OR 4 BYTE WUC/REFDES THAT IS BEING TRACKED. *** IF ADDING NEW SYSTEM/SUBSYSTEM ('U' TRANS), ENTER THE NEW WUC/REFDES TO BE TRACKED. *** OVERTYPING A WUC/REFDES THAT WAS DISPLAYED ON A SCAN TRANS IS OKAY.

DESC	THIS IS AN ABRIEVIATED DESCRIPTION OF THE WUC/REFDES. THIS INFORMATION IS DISPLAY ONLY.

9140 Help Screen

MAMU9140 AIRCRAFT SYSTEM CAPABILITY INPUT/UPDATE

THIS PROGRAM HAS THE FOLLOWING FUNCTIONS:

1. ENTER OR UPDATE ACFT SYSTEM/SUBSYSTEM CAPABILITIES FOR ONE FLIGHT.
2. PROGRAM CAN BE ACCESSED VIA RESET FROM PROGRAM 9134.
3. PROGRAM CAN RESET BACK TO 9134 AND RELIST OPEN OR CLOSED DEBRIEFS DEPENDING ON TRANSACTION CODE. 9140 WILL FEED PROGRAM 9134 THE AIRCRAFT, THE ARRIVAL DATE FROM 9140, AND EITHER AN 'O' OR 'S' INTO 9134 DEPENDING ON WHICH TRANSACTION YOU CHOOSE IN 9140.

FIELD NAME FIELD DESCRIPTION AND USAGE

=====

TRANS ENTER 'S' TO DISPLAY SYSTEM CAPABILITY RECORDS.
 *** USER MUST SPECIFY A/C, ARRIVAL DATE, AND ARRIVAL TIME.
 ENTER 'A' TO ENTER SYSTEM CAPABILITIES FOR A FLIGHT.
 ENTER 'C' TO UPDATE SYSTEM CAPABILITY RECORDS ONCE SCANNED.
 ENTER '1' TO RESET BACK TO PROGRAM 9134 AND LIST OPEN DEBRIEFS
 ENTER '2' TO RESET BACK TO PROGRAM 9134 AND LIST CLOSED DEBRIEFS

A/C ENTER EIGHT BYTE SERIAL NUMBER; I.E. '99000058'

ARR DATE ENTER AIRCRAFT ARRIVAL/LANDING DATE IN 'YYMMDD' FORMAT.

ARR TIME ENTER AIRCRAFT ARRIVAL/LANDING TIME IN 'HHMM' FORMAT.

=====

*** THE FOLLOWING FIELD ARE GROUPED TOGETHER, 50 TOTAL GROUPINGS ***

SYS DISPLAY INFORMATION ONLY.
 THIS IS THE 2, 3, OR 4 BYTE WUC/REFDES THAT IS BEING TRACKED.
 *** THE SYSTEMS BEING TRACKED ARE CONTROLLED BY THE WEAPON
 SYSTEM MANAGER AT HQAMC. THE SYSTEMS BEING TRACKED ARE
 STANDARD ACROSS THE MDS AND IS MANAGED VIA PROGRAM 9137.

DESC DISPLAY ONLY.
 THIS IS AN ABBREVIATED DESCRIPTION OF THE WUC/REFDES.
 THE INFORMATION IS THE SAME THAT IS DISPLAYED IN PROGRAM 9059.

C SYSTEM/SUB-SYSTEM CAPABILITY CODE.
 IF LEFT BLANK, THE SYS CAP CODES DEFAULT TO '1' ** OR **
 ENTER ONE OF THE FOLLOWING CODES FOR EACH SYSTEM/SUB-SYSTEM

 '1' = NO REPORTED PROBLEMS DURING FLIGHT
 '2' = MINOR PROBLEMS REPORTED; USUALLY CAUSING A PMC CONDITION
 '3' = SYSTEM FAILURE DURING FLIGHT
 '4' = SYSTEM FAILURE IN FLIGHT; CAUSED ABORTED MISSION
 '5' = SYSTEM FAILURE IN FLIGHT; CAUSED IN-FLIGHT EMERGENCY (IFE)
 '6' = SYSTEM FAILURE IN FLIGHT; CAUSE IFE AND AIR ABORT
 '7' = SYSTEM/SUBSYSTEM SUSPECTED OF CONTAMINATION
 '9' = SYSTEM NOT USED DURING THIS FLIGHT.

67070 Help Screen

MABR7070 DEBRIEF REPORTS

THIS BATCH REPORT HAS THE FOLLOWING OPTIONS:

1. REVIEW BASIC DEBRIEF DATA (M366S12 DATA).
2. REVIEW DISCREPANCIES AND CORRECTIVE ACTION MDC FOR ALL
IN-FLIGHT AIRCREW REPORTED DISCREPANCIES (W/D CODE = C, D, E)
FOR A SORTIE.
3. REVIEW AIRCRAFT SYSTEM/SUBSYSTEM CAPABILITY RATES.
4. REVIEW DETAILED BREAK-FIX RATES.
5. REVIEW SUMMARIZED BREAK-FIX RATES BY BASE.
6. REVIEW MAINTENANCE DELIVERY RELIABILITY RATES

COLUMN CARD COLUMN DESCRIPTION AND USAGE

=====

- 1 CHOOSE FROM ONE OF THE FOLLOWING REPORT OPTIONS.
- '1' = BASIC DEBRIEF REPORT.
 - '2' = SORTIE(S) WITH JCN(S) AND MDC REPORT.
 - '3' = SYSTEM CAPABILITY REPORT
 - '4' = DETAILED BREAK-FIX RATE REPORT.
 - '5' = SUMMARIZED BREAK-FIX RATES BY BASE.
 - '6' = MAINTENANCE DELIVERY RELIABILITY RATES BY BASE.

- 2 - 9 AIRCRAFT SERIAL NUMBER.
- IF RUNNING REPORT FOR ONE AIRCRAFT, ENTER AIRCRAFT SERIAL NUMBER
OR LEAVE BLANK FOR BASE/FLEET REPORTS.

- 10 - 13 G081 BASE CODE. IF USED THEN POSITIONS 2-9 SHOULD BE BLANK.
- *** REQUIRED INPUT FOR OPTION 6, OPTIONAL FOR ALL OTHERS.
- ENTER A VALID G081 BASE CODE OR
- 'AMC ' FOR ALL AMC BASES OR
 - 'AFR ' FOR ALL AFR BASES OR
 - 'AETC' FOR ALL AETC BASES OR
 - 'ARC ' COMBINED REPORT FOR AFR AND ANG BASES
 - 'ACTV' COMBINED REPORT FOR AMC and AETC BASES
 - 'ALL ' FOR ALL BASES

- 14 POSSESSED/ASSIGNED AIRCRAFT INDICATOR. OPTIONAL.
- 'A' FOR ASSIGNED AIRCRAFT
 - 'P' FOR POSSESSED AIRCRAFT ONLY.
- IF LEFT BLANK, THE PROGRAM ASSUMES 'POSSESSED'.

- 15 - 21 MDS. ENTER ANY VALID SEVEN BYTE MDS, I.E. ' C017A', ' C005B', ETC.
- *** IF RUNNING SERIAL NUMBER, LEAVE THESE COLUMNS BLANK.

- 22 - 27 START DATE (YYMMDD FORMAT).
- *** IF 'NUMBER OF DAYS FROM CURRENT' IS USED, THEN THIS MUST BE BLANK
- ENTER 'CURR' FOR CURRENT MONTH, 'PREV' FOR PREVIOUS FULL MONTH, OR
- ENTER A VALID DATE IN YYMMDD FORMAT.

- 28 - 33 STOP DATE (YYMMDD FORMAT)
- IF 'START DATE' IS USED THEN ENTER A STOP DATE IF DESIRED. THE STOP
- DATE DEFAULTS TO CURRENT DAY IF LEFT BLANK.
- *** IF 'NUMBER OF DAYS FROM CURRENT' IS USED, THEN THIS MUST BE BLANK

- 34 - 36 NUMBER OF DAYS FROM CURRENT DATE.
- ENTER A THREE DIGIT NUMBER REPRESENTING THE PREVIOUS NUMBER OF DAYS
- TO INCLUDE IN THE REPORT.

- 37 - 40 DEPART BASE. REQUIRED FOR REPORT OPTION 6; OPTIONAL FOR ALL OTHERS.

ENTER A VALID G081 BASE. DATA RETURNED WILL BE LIMITED TO THAT BASE.

41 - 44 ARRIVAL BASE. OPTIONAL. ENTER A VALID G081 BASE.
DATA RETURNED WILL BE LIMITED TO THAT G081 BASE CODE.

45 LANDING STATUS. OPTIONAL.
LEAVE BLANK TO PULL ALL OPEN AND CLOSED DEBRIEF RECORDS.
ENTER '1' TO GET ALL LANDING STATUS '1'
ENTER '2' TO GET ALL LANDING STATUS '2'
ENTER '3' TO GET ALL LANDING STATUS '3'
ENTER 'A' TO COMBINE STATUS CODE '1' AND '2'.
ENTER 'B' TO COMBINE STATUS CODE '2' AND '3'.

46 EFFECTIVE SORTIE? OPTIONAL.
ENTER 'Y' TO SELECT ONLY EFFECTIVE SORTIES.
ENTER 'N' TO SELECT ONLY NON-EFFECTIVE SORTIES.
LEAVE BLANK TO SELECT ALL SORTIES.

47 - 58 MISSION NUMBER (OPTIONAL). ENTER A 12 BYTE MISSION NUMBER TO SELECT
DEBRIEF RECORDS WITH MATCHING MISSION NUMBERS.

59 - 62 MISSION SYMBOL (OPTIONAL). ENTER A 4 BYTE MISSION SYMBOL TO SELECT
DEBRIEF RECORDS WITH MATCHING MISSION SYMBOLS.

63 DATA FILE OPTION. ENTER 'Y' TO RECEIVE THE DATA IN A
SEMICOLON-DELIMITED FILE;
VALID FOR REPORT OPTIONS 1, 2, 3, 5, AND 6.

----- SAMPLE OUTPUT -----

HEADER EXPLANATION (REPORT OPTIONS 1 AND 2)

=====

AIRCRAFT: AIRCRAFT SERIAL NUMBER

DEPART DATE: AIRCRAFT TAKEOFF/DEPARTURE DATE (ZULU)

DEPART TIME: AIRCRAFT TAKEOFF/DEPARTURE TIME (ZULU)

DEPART BASE: TAKEOFF/DEPARTURE G081 BASE CODE

ARRIVAL DATE: AIRCRAFT LANDING/ARRIVAL DATE (ZULU)

ARRIVAL TIME: AIRCRAFT LANDING/ARRIVAL TIME (ZULU)

ARRIVAL BASE: LANDING/ARRIVAL G081 BASE CODE

FLY HOURS: TOTAL FLYING TIME IN HH.T FORMAT

LS: LANDING STATUS OF AIRCRAFT; 1, 2, 3

ES: REPORTS IF THE SORTIE WAS EFFECTIVE OR NOT, 'Y' OR 'N'

NON EFF: NON-EFFECTIVE SORTIE CAUSE/REASON

SD: REPORTS THE SORTIE OF THE DAY

FS: FIRST-SORTIE-AFTER INDICATOR

TA: TURNAROUND SORTIE INDICATOR

A1 S: NUMBER OF APU STARTS, APU #1; ONLY DATA FOR KC135 IS SHOWN

A2 S: NUMBER OF APU STARTS, APU #2; ONLY DATA FOR KC135 IS SHOWN

MSN NUM: 12 BYTE MISSION NUMBER AIRCRAFT WAS FLYING UPON ARRIVAL

MSSN SYMB: 4 BYTE MISSION SYMBOL AIRCRAFT WAS FLYING UPON ARRIVAL

PILOT NAME: AIRCRAFT COMMANDER DURING FLIGHT AS REPORTED ON AFTO 781

DEBRIEFER: NAME OF INDIVIDUAL LOADING THE DEBRIEF RECORD VIA MAMU9134

SC: A '?' IN THIS COLUMN INDICATES THAT THE FLIGHT HAS NOT HAD
THE SYSTEM CAPABILITIES DEBRIEFED VIA PROGRAM 9140.

HEADER EXPLANATION (REPORT OPTION 3)

SYS CODE: THE FIRST THREE OR FOUR POSITIONS OF A WORK UNIT CODE ** OR **
THE FIRST THREE OR FOR POSITIONS OF REFDES FOR C017 AIRCRAFT

SYS DESCRIPTION: THE FIRST TWENTY BYTES OF THE WUC/REFDES NOMENCLATURE AS
DEFINED IN PROGRAM 9059.

FMC THE NUMBER OF TIMES THE SYSTEM PERFORMED IN A CAPABILITY 1.
CAP1 '1' = NO REPORTED PROBLEMS DURING FLIGHT

PMC THE NUMBER OF TIMES THE SYSTEM PERFORMED IN A CAPABILITY 2.
CAP2 '2' = MINOR PROBLEMS REPORTED; USUALLY CAUSING A PMC CONDITION

NMC THE NUMBER OF TIMES THE SYSTEM PERFORMED IN A CAPABILITY 3.
CAP3 '3' = SYSTEM FAILURE DURING FLIGHT

ABORT THE NUMBER OF TIMES THE SYSTEM PERFORMED IN A CAPABILITY 4.
CAP4 '4' = SYSTEM FAILURE IN FLIGHT; CAUSED ABORTED MISSION

IFE THE NUMBER OF TIMES THE SYSTEM PERFORMED IN A CAPABILITY 5.
CAP5 '5' = SYSTEM FAILURE IN FLIGHT; CAUSED IN-FLIGHT EMERGENCY (IFE)

AA/IFE THE NUMBER OF TIMES THE SYSTEM PERFORMED IN A CAPABILITY 6.
CAP6 '6' = SYSTEM FAILURE IN FLIGHT; CAUSE IFE AND AIR ABORT

CONTAM THE NUMBER OF TIMES THE SYSTEM PERFORMED IN A CAPABILITY 7.
CAP7 '7' = SYSTEM/SUBSYSTEM SUSPECTED OF CONTAMINATION

NOT USED THE NUMBER OF TIMES THE SYSTEM PERFORMED IN A CAPABILITY 9.
CAP9 '9' = SYSTEM NOT USED DURING THIS FLIGHT.

SYSTEM "EXPERIENCING PROBLEMS, BUT STILL OK." THE PERCENTAGE OF
CAPABILITY: SORTIES WHERE THE SYSTEM HAD PROBLEMS, BUT DIDN'T FAIL.
CALCULATED AS SUCH:
 $((\#SYS\ CAP1 + \#SYS\ CAP2) / (\text{NUMBER DEBRIEFED} - \#SYS\ CAP9) * 100)$

SYSTEM "WORKING WITHOUT FAILURE." THE PERCENTAGE OF SORTIES WHERE
RELIABILITY: THE SYSTEM WORKED FLAWLESSLY; NO DISCREPANCIES WERE REPORTED.
CALCULATED AS SUCH:
 $((\#SYS\ CAP1) / (\text{NUMBER DEBRIEFED} - \#SYS\ CAP9) * 100)$

HEADER EXPLANATION (REPORT OPTION 4)

AIRCRAFT: AIRCRAFT SERIAL NUMBER

ARRIVAL THE DATE AND TIME, IN ZULU TIME, THE AIRCRAFT ARRIVED.

DATE/TIME:

 STATUS: THE AIRCRAFT STATUS, AS SET BY PROGRAM 9018, ALSO REVIEW BY 8047

STATUS START: THE DATE AND TIME, IN ZULU, THE STATUS RECORD STARTED.

STATUS STOP: THE DATE AND TIME, IN ZULU, THE STATUS RECORD ENDED.

ELAPSE: THE ELAPSED TIME, IN HH.T FORMAT, BETWEEN THE STATUS START
 AND STOP TIMES.

STATUS JCN: THE JCN THE AIRCRAFT 'BROKE' FOR, AS SET BY PROGRAM 9018 ON
 A STATUS CHANGE. IMMEDIATELY FOLLOWING THE STATUS JCN IS THE
 DISCREPANCY VERBIAGE FOR THE STATUS JCN.
 IF THE DISCREPANCY PORTION SAYS NOT FOUND, THEN THE JOB NO
 LONGER EXISTS ON THE M384SR DATABASE; PRESUMABLY THE JCN IS
 OLDER THAN 180 DAYS FROM THE DAY IT WAS CLOSED AND THE JOB WOULD
 HAVE BEEN STORED ON TAPE FILES.

HEADER EXPLANATION (REPORT OPTION 5)

=====

BASE: BRIEF NAME OF THE BASE

TOTAL
 BLOCK-IN: DESCRIBES THE TOTAL NUMBER OF AIRCRAFT ARRIVED/BLOCKED-IN TO
 THIS LOCATION.

TOTAL BROKE: TOTAL NUMBER OF ARRIVED AIRCRAFT DEBRIEFED AS LANDING STATUS
 '3' VIA PROGRAM 9134.

BREAK RATE: PERCENTAGE OF TIME AIRCRAFT ARRIVED AT STATION 'BROKE'
 CALCULATED AS SUCH: (TOTAL BROKE / TOTAL BLOCK-INS) * 100)

FIX IN
 0 - 4 HR: TOTAL NUMBER OF BROKE AIRCRAFT RETURNED TO PMC/FMC CONDITION
 IN 4.0 HOURS OR LESS.

FIX IN
 4 - 8 HR: TOTAL NUMBER OF BROKE AIRCRAFT RETURNED TO PMC/FMC CONDITION
 BETWEEN 4.1 HOURS AND 8.0 HOURS.

FIX IN
 8 - 12 HR: TOTAL NUMBER OF BROKE AIRCRAFT RETURNED TO PMC/FMC CONDITION
 BETWEEN 8.1 HOURS AND 12.0 HOURS.

FIX IN
 12 - 24 HR: TOTAL NUMBER OF BROKE AIRCRAFT RETURNED TO PMC/FMC CONDITION
 BETWEEN 12.1 HOURS AND 24.0 HOURS.

FIX IN
 > 24 HR: TOTAL NUMBER OF BROKE AIRCRAFT RETURNED TO PMC/FMC CONDITION
 GREATER THAN 24.0 HOURS.

4 HR RATE: PERCENTAGE OF BROKE AIRCRAFT RETURNED TO PMC/FMC CONDITION
 IN 4.0 HOURS OR LESS. CALCULATED AS SUCH:
 (FIX IN 0-4 / TOTAL BROKE) * 100

8 HR RATE: PERCENTAGE OF BROKE AIRCRAFT RETURNED TO PMC/FMC CONDITION
 IN 8.0 HOURS OR LESS. CALCULATED AS SUCH:
 (FIX IN 0-4 + FIX IN 0-8 / TOTAL BROKE) * 100

12 HR RATE: PERCENTAGE OF BROKE AIRCRAFT RETURNED TO PMC/FMC CONDITION
 IN 12.0 HOURS OR LESS. CALCULATED AS SUCH:
 (FIX IN 0-4 + FIX IN 0-8 + FIX IN 8-12 / TOTAL BROKE) * 100

24 HR RATE: PERCENTAGE OF BROKE AIRCRAFT RETURNED TO PMC/FMC CONDITION

IN 24.0 HOURS OR LESS. CALCULATED AS SUCH:
 (FIX IN 0-4 + FIX 0-8 + FIX 8-12 + FIX 12-24 / TOTAL BROKE)*100

HEADER EXPLANATION (REPORT OPTION 6)

```
=====
BASE:          BRIEF NAME OF THE BASE
-----
TOTAL          NUMBER OF TIMES AIRCRAFT DEPARTED THE BASE.
DEPARTURES:
-----
SORTIES        NUMBER JOBS WITH A WHEN DISCOVERED CODE 'A', GROUPED BY
ATTEMPTED:     UNIQUE ATTEMPTED TAKE-OFF DATE/SORTIE OF DAY.  THIS NUMBER
                REPRESENTS THE NUMBER OF UNIQUE GROUND ABORTS, TAIL SWAPS, ETC.
-----
BROKE AT       NUMBER JOBS WITH A WHEN DISCOVERED CODE 'A' OR 'B', GROUPED BY
CREW SHOW:     UNIQUE ATTEMPTED TAKE-OFF DATE/SORTIE OF DAY, THAT WERE LOADED
                AS A RED 'X'.
-----
RED "X" AT     TOTAL NUMBER OF "RED X" JOBS LOADED WITH A WHEN DISCOVERED CODE
CREW SHOW:     'A' OR 'B'.
-----
RED "/" AT     TOTAL NUMBER OF "RED /" JOBS LOADED WITH A WHEN DISCOVERED CODE
CREW SHOW:     'A' OR 'B'.
-----
MAINTENANCE    THE PERCENTAGE OF TIME AIRCRAFT WAS MISSION CAPABLE AT CREW
DELIVERY       SHOW TIME AND AIRCRAFT IS CAPABLE OF FLIGHT AND THE AIRCRAFT
RELIABILITY    WILL BE ACCEPTED BY THE AIRCREW.  CALCULATED AS SUCH:
RATE:          ((TOTAL DEPARTURES + SORTIES ATTEMPT) - BROKE AT CREW SHOW)
                ----- *100
                (TOTAL DEPARTURES + SORTIES ATTEMPT)
```

67070 Report Option 1 - Basic Debrief Information

MABR7070-RPT1		BASIC DEBRIEF INFORMATION										REPORT TYPE: C017A		DATE RANGE: 030101-030131					
AIRCRAFT																			
DEPART	DEPART	DEPART	ARRIVE	ARRIVE	ARRIVE	FLY	L	E	NON	S	F	T	A1	A2	MSN	MSSN	PILOT NAME	DEBRIEFER	S
DATE	TIME	BASE	DATE	TIME	BASE	HRS	S	S	EFF	D	S	A	S	S	NUM	SYMB			C
=====																			
00000171																			
15JAN03	2330	PQWY	16JAN03	0130	XDAT	2.0	2	Y		02					PJYF73090151	P7BD		SANDBERG.	
REMARKS: GREAT FLIGHT.																			
17JAN03	0145	PQWY	17JAN03	0200	XDAT	0.3	3	Y	AA	02	1	Y			PJYF73090151	P7BD	ANDERSON	DREW	
REMARKS: KJL;FSDKJL;FSKJL;																			
17JAN03	0300	PQWY	17JAN03	0450	XDAT	1.8	3	Y		01					PJYF73090151	P7BD		SANDBERG	
REMARKS:																			
20JAN03	0130	PQWY	20JAN03	0145	XDAT	0.3	3	Y		01					PJYF73090151	P7BD		DREW	
REMARKS: HI YA.																			
21JAN03	0600	PQWY	21JAN03	0715	XDAT	1.3	3	Y		01					PJYF73090151	P7BD		62 AGS.	
REMARKS:																			
22JAN03	0800	PQWY	22JAN03	1138	XDAT	3.6	3	Y		01					PJYF73090151	P7BD		DREW	
REMARKS:																			
23JAN03	1400	PQWY	23JAN03	1702	XDAT	3.0	3	N	WX	01					PJYF73090151	P7BD		SANDBERG	
REMARKS: BAD WEATHER																			
****	SUMMARY FOR 00000171				7 SORTIES FLOWN FOR				12.3 HOURS		CODE 1: 0		CODE 2: 1		CODE 3: 6		BREAK: 85.71 % OPEN: 0		
=====																			
00000172																			
01JAN03	1305	PQWY	01JAN03	1345	PQWY	0.7	2	Y		01					PAM1118X1211	M6CR		FLASH.	
REMARKS:																			
01JAN03	1800	PQWY	02JAN03	1345	PQWY	0.7									PAM1118X1211	M6CR		*** OPEN DEBRIEF ** ?	
REMARKS:																			
****	SUMMARY FOR 00000172				2 SORTIES FLOWN FOR				1.4 HOURS		CODE 1: 0		CODE 2: 1		CODE 3: 0		BREAK: 0.00 % OPEN: 1		
=====																			
***	SUMMARY FOR PQWY				12 SORTIES FLOWN FOR				22.3 HOURS		CODE 1: 0		CODE 2: 2		CODE 3: 7		BREAK: 58.33 % OPEN: 3		

67070 Report Option 2 - Debrief records with reported discrepancies and any MDC.

MABR7070-RPT2 BASIC DEBRIEF INFORMATION WITH AIRCRAFT DISCREPANCIES REPORT TYPE: C017A DATE RANGE: 030101-030131

AIRCRAFT

DEPART DATE	DEPART TIME	DEPART BASE	ARRIVE DATE	ARRIVE TIME	ARRIVE BASE	FLY HRS	L E S S	N O N E F F	S D	F T A S A	A1 A2 S S	MSN NUM	MSSN PILOT NAME SYMB	DEBRIEFER	S C
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=====

00000171

15JAN03	2330	PQWY	16JAN03	0130	XDAT	2.0	2	Y		02			PJYF73090151	P7BD	SANDBERG.
---------	------	------	---------	------	------	-----	---	---	--	----	--	--	--------------	------	-----------

REMARKS: GREAT FLIGHT.

JCN: - NO DISCREPANCIES HAVE BEEN IDENTIFIED.

17JAN03	0145	PQWY	17JAN03	0200	XDAT	0.2	3	Y	AA	02	1	Y	PJYF73090151	P7BD	ANDERSON	DREW
---------	------	------	---------	------	------	-----	---	---	----	----	---	---	--------------	------	----------	------

REMARKS: KJL;FSDKJL;FSKJL;

JCN: - NO DISCREPANCIES HAVE BEEN IDENTIFIED.

17JAN03	0300	PQWY	17JAN03	0450	XDAT	1.8	3	Y		01			PJYF73090151	P7BD	SANDBERG
---------	------	------	---------	------	------	-----	---	---	--	----	--	--	--------------	------	----------

REMARKS:

JCN: 0031113 - ENTER IT HERE.

CORR: * NO CORRECTIVE ACTION REPORTED *

20JAN03	0130	PQWY	20JAN03	0145	XDAT	0.2	3	Y		01			PJYF73090151	P7BD	DREW
---------	------	------	---------	------	------	-----	---	---	--	----	--	--	--------------	------	------

REMARKS: HI YA.

JCN: 0200000 - THIS IS A JOB.

CORR: * NO CORRECTIVE ACTION REPORTED *

JCN: 0507001 - GET OUTTA TOWN

CORR: AIN'T A THING WRONG WITH THIS TIRE.

DATE: 03050 T/M: B W/D: D WUC/REFDES: 3242AA001 A/T: X HMAL: 799

CORR: I FOUND SOMETHING BUT IT AIN' NUTTIN.

DATE: 03050 T/M: B W/D: D WUC/REFDES: 3242AA001 A/T: G HMAL: 105

21JAN03	0600	PQWY	21JAN03	0715	XDAT	1.2	3	Y		01			PJYF73090151	P7BD	62 AGS.
---------	------	------	---------	------	------	-----	---	---	--	----	--	--	--------------	------	---------

REMARKS:

JCN: 0507001 - NO DISCREPANCIES HAVE BEEN IDENTIFIED.

22JAN03	0800	PQWY	22JAN03	1138	XDAT	3.6	3	Y		01			PJYF73090151	P7BD	DREW
---------	------	------	---------	------	------	-----	---	---	--	----	--	--	--------------	------	------

REMARKS:

JCN: 0507001 - NO DISCREPANCIES HAVE BEEN IDENTIFIED.

****	SUMMARY FOR 00000171	7	SORTIES FLOWN FOR	12.2	HOURS	CODE 1:	0	CODE 2:	1	CODE 3:	6	BREAK:	85.71 %	OPEN:	0
------	----------------------	---	-------------------	------	-------	---------	---	---------	---	---------	---	--------	---------	-------	---

***	SUMMARY FOR PQWY	12	SORTIES FLOWN FOR	21.8	HOURS	CODE 1:	1	CODE 2:	2	CODE 3:	9	BREAK:	75.00 %	OPEN:	0
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67070 Report Option 3 - Summarized system capability/reliability rates.

MABR7070-RPT3 SYSTEM CAPABILITIES / RELIABILITY REPORT REPORT TYPE: C017A DATE RANGE: 030101-030131

SYS CODE	SYS DESCRIPTION	FMC CAP1	PMC CAP2	NMC CAP3	ABORT CAP4	IFE CAP5	AA/IFE CAP6	CONTAM CAP7	NOT USED CAP9	SYSTEM CAPABILITY	SYSTEM RELIABILITY
2341	INTERPHONE	3	2	1	0	0	0	0	0	45.4%	27.2%
3121	CLOCKS	6	2	2	0	0	0	0	1	80.0%	60.0%
3312	THUNDERSTORM,FLOOD A	5	4	1	0	0	0	0	1	90.0%	50.0%
4711	INERT GAS GENERATION	5	4	1	0	0	0	0	1	90.0%	50.0%
7832	SUPPORT ASSY, AFT, L	7	2	1	0	0	0	0	1	90.0%	70.0%
3141	AIRCRAFT PROPULSION	2	1	1	0	0	0	0	1	30.0%	20.0%

THIS REPORT BASED UPON 11 DEBRIEFED OUT OF 19 THAT MET THIS REPORT TYPE AND DATE RANGE.

67070 Report Option 4 - Detailed break/fix rates with status information.

MABR7070-RPT4 DETAIL BREAK-FIX REPORT - A/C POSSESSED BY PQWY REPORT TYPE: C017A DATE RANGE: 030101-030131

AIRCRAFT												
=====												
00000171												
ARRIVAL DATE/TIME		STATUS	STATUS START	STATUS STOP	ELAPSE	STATUS JCN						
- - - - -												
*** 17JAN03 / 0200												
*** NO NMC STATUS RECORDS BETWEEN FLIGHTS ***												
- - - - -												
*** 17JAN03 / 0450												
		NMCM	17JAN03 / 1600	17JAN03 / 2400	8.0	0178091 - NOT FOUND						
		NMCM	18JAN03 / 0000	18JAN03 / 0006	.1	0178091 - NOT FOUND						
		NMCM	18JAN03 / 0006	18JAN03 / 0612	6.1	0172770 - DAVE TEST JOB OF 7070						

					TOTAL FIX TIME:	14.2						
- - - - -												
*** 20JAN03 / 0145												
*** NO NMC STATUS RECORDS BETWEEN FLIGHTS ***												
- - - - -												
*** 21JAN03 / 0715												
*** NO NMC STATUS RECORDS BETWEEN FLIGHTS ***												
- - - - -												
*** 22JAN03 / 1138												
*** NO NMC STATUS RECORDS BETWEEN FLIGHTS ***												
- - - - -												
*** 23JAN03 / 1702												
*** NO NMC STATUS RECORDS BETWEEN FLIGHTS ***												
----- AIRCRAFT SUMMARY -----												
TOTAL	TOTAL	BREAK	FIX IN	FIX IN	FIX IN	FIX IN	FIX IN		4 HR	8 HR	12 HR	24 HR
BLOCK-IN	BROKE	RATE	0-4 HR	4-8 HR	8-12 HR	12-24 HR	> 24 HR		RATE	RATE	RATE	RATE
7	6	85.7%	0	0	0	1	0		0.0%	0.0%	0.0%	14.2%

=====												
00000172												
ARRIVAL DATE/TIME		STATUS	STATUS START	STATUS STOP	ELAPSE	STATUS JCN						
*** NO BREAKS RECORDED FOR THIS PERIOD ***												
=====												

REPORT SUMMARY

TOTAL BLOCK-INS: 16
TOTAL BREAKS: 9
BREAK RATE: 56.25%
4 HR FIX RATE: 0.00%
8 HR FIX RATE: 0.00%
12 HR FIX RATE: 0.00%
24 HR FIX RATE: 11.11%

67070 Report Option 5 - Summarized break and fix rates.

MABR7070-RPT5	FIX-BREAK SUMMARY - A/C POSSESSED BY PQWY					REPORT TYPE:	C017A	DATE RANGE:	030101-030131			
BASE	TOTAL BLOCK-IN	TOTAL BROKE	BREAK RATE	FIX IN 0-4 HR	FIX IN 4-8 HR	FIX IN 8-12 HR	FIX IN 12-24 HR	FIX IN > 24 HR	4 HR RATE	8 HR RATE	12 HR RATE	24 HR RATE
MCCHORD AFB,	16	9	56.25%	0	0	0	1	0	.00%	.00%	.00%	11.11%

67070 Report Option 5 - Summarized break and fix rates (FLEET REPORT).

MABR7070-RPT5	FIX-BREAK SUMMARY - A/C POSSESSED BY AMC					REPORT TYPE:	C017A	DATE RANGE:	030101-030131			
BASE	TOTAL BLOCK-IN	TOTAL BROKE	BREAK RATE	FIX IN 0-4 HR	FIX IN 4-8 HR	FIX IN 8-12 HR	FIX IN 12-24 HR	FIX IN > 24 HR	4 HR RATE	8 HR RATE	12 HR RATE	24 HR RATE
MCCHORD AFB,	16	9	56.25%	0	0	0	1	0	.00%	.00%	.00%	11.11%
CHARLESTON A	5	1	20.00%	0	0	0	0	0	.00%	.00%	.00%	.00%
* AMC SUMMARY:	21	10	47.61%	0	0	0	1	0	.00%	.00%	.00%	10.00%

67070 Report Option 6 - Summarized maintenance delivery reliability rates.

MABR7070-RPT6 MAINT. DELIV. REL. SUMMARY- A/C POSSESSED BY PQWY				REPORT TYPE:	C017A	DATE RANGE: 030101-030131
BASE	TOTAL DEPARTURES	SORTIES ATTEMPTED	CREW SHOW	RED "/" AT CREW SHOW	RED "X" AT CREW SHOW	MAINTENANCE DELIVERY RELIABILITY RATE
MCCHORD AFB,	17	7	2	6	3	70.83%

Adding a session to your "Supersession" menu:

1. Log into G081 and get to your "Supersession" menu; see Figure 1.

```

Actions Options Commands Features Help

KLSVSEL1          DECC OKC CL/SUPERSESSION Main Menu          More:

Select sessions with a "/" or an action code.

  Session ID  Description                      Type      Status
  -----
  ATATS       tdsc-tsoa                      Multi     Current
  IMSA        TDSC - IMSA                      Multi     Active
  IMSB        TDSC - IMSB Test                  Multi     Active

Command ===>
Enter F1=Help F3=Exit F5=Refresh F9=Retrieve F10=Action          MTY/TT

```

Figure 1.

2. Place your cursor in front of the 'ACTIONS' menu item and hit <<ENTER>>. The 'ACTIONS' menu item is highlighted in blue in Figure 1. A menu similar to Figure 2 should be returned.

```

_: KLSVACT1      Action Code Menu          _:
KL _:           _: ain Menu          More:
_: No session has been selected,          _:
Se _: but the Help function is available.  _:
_: If authorized, the List and Add        _:
_: action codes are available also.       _:
_:                                           _:
_: S begin or resume a session            _:
_: T terminate the session                 _:
_: B begin a background session            _:
_: P print the screen image               _:
_: X transmit the screen image            _:
_: H help for the application              _:
_: I display additional information         _:
_: D delete the session from the menu      _:
_: M modify the session definition         _:
_: L add from Global session list         _:
_:                                           _:
_:                                           _:
_:                                           _:
_: Command ===>                            _:
Co _: Enter F1=Help F12=Cancel            _:

```

Figure 2.

3. Enter 'L' to "ADD FROM GLOBAL SESSION LIST" and then hit <<ENTER>>. Another menu similar to Figure 3 should be returned to the screen.

If you don't see "TDSC - IMSC Development", hit your PF8 key to scroll forward through the menu.

KLSALST1	Add Sessions to Selection Menu			More: -
Add sessions with a "/" or an action code.				
	Session ID	Description	Type	Source
	-----	-----	-----	-----
—	ATAIMP00	TDSC - IMSA Duplicate	Multi	APPLDEF
—	ATAIMTI1	TDSC - IMSC Development	Multi	APPLDEF
—	ATAIMTI2	TDSC - IMSC Development (Dup)	Multi	APPLDEF
—	ATAIMT00	TDSC - IMSB Duplicate	Multi	APPLDEF
—	A61CICSP	Wright-Pat - D043	Multi	APPLDEF

Figure 3.

4. Enter an "/" in front of "TDSC - IMSC Development" and hit <<ENTER>>. A menu similar to Figure 4 should be returned.

KLSAACT1	Action Codes
Select an action for session	"ATAIMTI1"
and then press ENTER.	
-	A add current selection to menu
	I display information about session
	H help for the application
Command ==>	
Enter	F1=Help F12=Cancel

Figure 4.

5. Enter "A" and hit <<ENTER>> to add IMSD (G081 Development) to your "Supersession" menu.

6. Hit PF12 to close any remaining menu windows.